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# **PUBLICATION!**

CRASS ROOTS MOTO

MAGOO DOES THE RIDE OF ALIFETIME AT EDR

OTHER PRIZZEL

3-2 TRIUMPH BAD MUTHA IRONHEAD THE PUSHER SHOVEL 3-2 TRIUMPH •

KNUCKLE SAMICH

19 ISSUE 7 / OCTOBER '15

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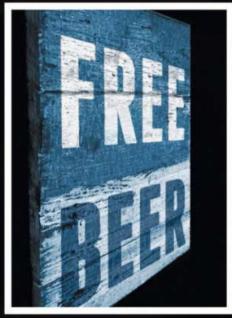
## THINGS THAT STOP YOU IN YOUR TRACKS.









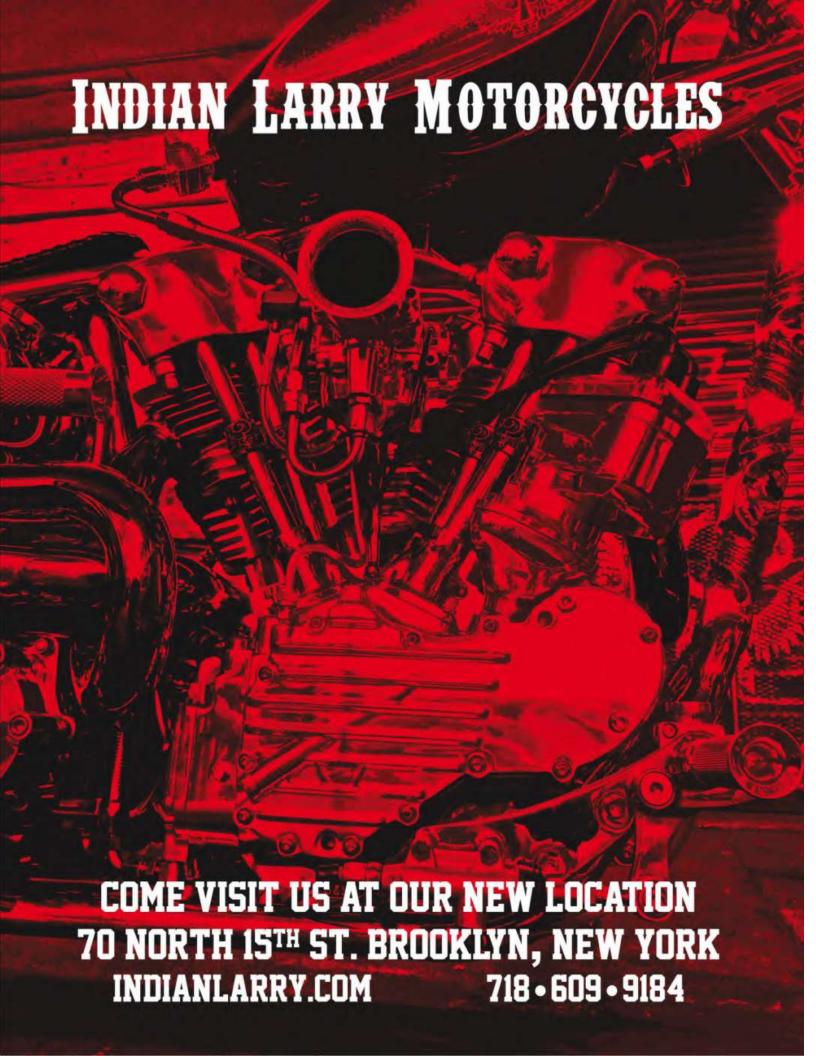




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VOL19(55UE7/OCTOBER 2015

# JUNE

A CRASS ROOTS INOTORCYCLE PUBLICATION!

#### **Rolling With The Punches**

BMF LTOTThead You Know This One is Dan's..

The Pusher

Tom's Tripped Out Little Shovel

Basket Case Sporty
Sometimes He Gives Himself The Creen

Da Samich -

Kurt Uncovers A Hidden Treasure In A Knuckle Samich..

## FEATURES

El Diablo Run Mayoo Makes A Run For The Borde

FKR Spotlight - Episode 13 Todd "Smitty" Smith Tells About The One That Got Away...

The Future Of Knucks & Pans Motortechnic Mfg USA Changes The Whole Game.

Smoke Out 16 Jimmy Puts Another One In The Books

There's An App For That Top Rated Apps for Moto Nutz All In The Palm Of Your Hand.

Chronic Wanderlust
Finding The Silence.....

Endless Highway
Splattered in Colorado......

## TECH

Passing The Torch Teaching the Value Of Proper Maintenance...

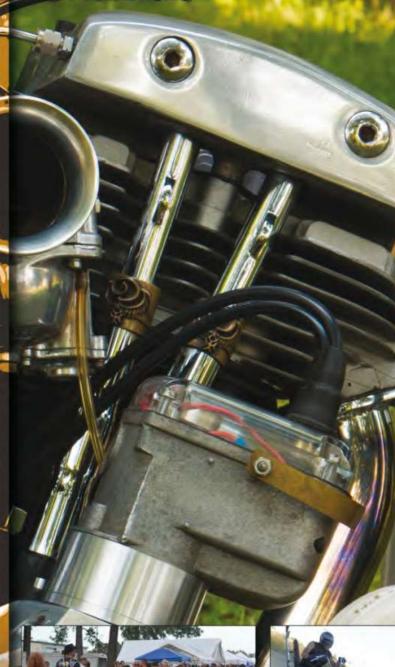
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From The Editor's Desk.

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# CUCLE SOUNCE

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#### **ABOUT THE COVER**



We've been big fans of the work from the gusy at French Kiss for a long time now. Since even before there was a Limpnickie Lot they're style of bikes was exactly what we dig and that fact remains. This months cover bike was a product of their lab and belong to a good

brother of the magazine, Tom Freund so we couldn't be happier to have it.



remember the day I drove up to the southern rim of the Grand Canyon for the first time; the smell of million year old rocks baking in the sun and the way my head felt as I looked over the edge and realized again how small I was. I stayed that first time until the sun came down and brought the near 100 degree temperatures down to what, at that time, felt like freezing. I can still feel the bugs hitting my face on my first midnight crossing of South Dakota. Under the wide open sky, I was so alone on the road that it felt like I was flying through space. All around me there was the wonder of what was mountain and what was sky, where one started and the other ended. The curve of the earth apparent from how far the eye could see.

I remember the days spent traveling down the entire length of the Mississippi river roads from the northern most point all the way into the Bayous of New Orleans. I remember the sense you get in realizing that's the way it's always been and will always be. The views along the Mississippi take away the idea of one state from another and leave you with a small idea of what early American explorers must have felt as they looked out over valleys plush with trees all leading down

to this massive river.

I still wrestle with the fear of anticipation before leaving for a long trip of several weeks and thousands of miles. There is no safety net or real back up plan other than being able to count on myself and the friends I've made in this world. It's the place where wanderlust and independence come together to motivate

I am a lucky man in the fact that not only have I lived long enough on two wheels to have seen and experience everything I have written about in this article, but I now have a person to see it all over with...

a soul that this wrestles energy lives. It starts out as a low hum and ends up a roar that forbids you to sleep until it's dealt with.

Then there's also the depression of coming to the end of a trip, the fear conquered, the experiences met with all they were due. Not knowing when

corner, and by way of civilization in this country we have come to believe that these things are provided just for us. Still inside the soul searches for rejuvenation, and we yearn for challenges, to test ourselves, to win, to survive.

There are things in this world that have the ability to make you feel so very small as a man, that give you the realization that this world was here before you and will be here long after you are gone. These are the things that we chase after. We look for answers, to reason with our own minds about who we are and what we re doing here. More importantly there are times in life that you will see things that are so beautiful, or so odd in nature that you must sit and observe. Like a family of raccoons in the city I suppose; or the sun coming up over the Rocky Mountains, the floating Mountain on the Bonneville Salt Flats, Big Sur and the Pacific Coast, The White Mountain Range, Pikes Peak, The Ozarks, places that are so beautiful that only four words even fit as they fill your senses.... "Did you see that?"

I am a lucky man in the fact that not only have I lived long enough on two wheels to have seen and experienced everything I have written about in this article, but I now have a person to see it with all over again... and to say those words of wonder "Did you see that?." By the time you read this we will officially be Mr. and Mrs. Salty Old Biker Bastard and will be on the trip of a lifetime.... Stay Tuned!

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# A BUCKET LIST FUN THAT WAS AWESOME Article & Photos By: Mitch "Magoo" Bodine 10 October 15 CVILLEURIE



've wanted to do the El Diablo Run for a long time but could never put it together. Finally opportunity knocked. I was bullshitting with Mike from 47 Industries and we got to talking about EDR. He told me he was kind of tired of trailering all the bikes out there. He said if we were interested he would help fill the trailer with bikes. I got in touch with my buddy Tom Freund, owner of the Limpnickie Lot hauler to see if he was into it. I quickly got a hell yeah from him. So EDR #6 and Baja Mexico here we come!

Our departure day came and we had a full trailer, nine bikes between 47 Mike and ours and we would pick up four in Dayton, Ohio from our buddies at Led Sled Customs. We also came up with another driver for the hauler from my old road racing days; my buddy Billy Hausler was onboard. This would be Billy's first road trip with his shovelhead. The game plan was to leave

get some riding in before EDR. We had three drivers, four hour shifts and two days driving, how bad could it be? Well it sucked, but it was well worth it to get to Cali early. We stayed with Tabor Nash of Nash Motorcycles for a couple days. We did some riding in the Long Beach area and caught up with some friends. Then we rode up to LA to check out Lock Baker's new shop. It was very impressive to say the least. We also got to meet up with Rene from Primos Helmet Design. I picked up my Captain America helmet that he re-lined for me and it was another killer job! We loaded the bikes back into the hauler and headed to Temecula for the El Diablo Run pre party at Biltwell. The party rocked! Nothing like some cold beers and good food while checking out cool bikes and catching up with old friends and meeting new ones. We tapped out a little early to get a good night's

The next morning everyone met at Mo's Egg House bright and early. Bill from Biltwell left at 8am with the first group heading to San Felipe. We ended up leaving about a half hour later. With an estimated 500 bikes rolling out we kinda wanted to stay towards the front pack if we could. While bombing thru the twisties on the way to the Mexican border we met up with some guys from Michigan: sorry I forgot your names but anyway they too were rolling at a pretty good pace. Those Cali roads thru the mountains where tons of fun! Billy thought he would get a little road race practice in and hammered his shovel thru the corners like it was a GSXR. The regulator fell off of Billy's bike during the first run. Fortunately it had a magneto so we just cut the dangling regulator off and motored on with no lights. It was good times. We hit the Calexico/Mexicali border without any other











issues. Riding thru Mexicali we were found the last fuel stop in town and fueled up with Pemex. I paid with US dollars and got change in US dollars and pesos, WTF?! The next fuel was in San Felipe almost 150 miles away and we knew that some of our posse wouldn't make that stretch without a roadside fuel up.

Our next stop was out in the middle of nowhere looking out at The Sea of Cortez. It was pretty awesome. We hit San Felipe with no issues, got fueled up and hit our room to chill for a second before we headed to Ruben's Campo for some Tecate and tacos. The next morning when we headed out to find breakfast and a local dude gave us the place to go and it was awesome, probably the best OJ I've ever had. That morning we headed out riding south to check things out. We found a commercial fishing docks with a beach next to it. Billy, without giving it too much thought, went bombing down the beach on his mighty shovel with an open primary belt that ended up getting torn up. I thought we were all done but we called Bill and he had a used spare that worked. We got it all fixed and continued south for a while, riding was awesome.

The games had just begun when we got back to Ruban's but were just in time for the Circle of Death. These guys must have forgotten that they had to ride these bikes home because they were killing it on the dirt track. One guy had a brand new HD Breakout and he was pitching it sideways and flying. Someone said that if he didn't fall he would win. Just about that same time he came around for another lap and Pat from Led Sled said "his brake pedal fell off" and he landed into the wall at the far end of the track. He did get the bike going for the main race but ended up blowing the start. Ed Supias ended up winning on his Sportster in a race that changed leaders every lap; excellent racing. In the chopper/hardtail class Bill from Biltwell had a bad start but got going and was one of the fastest on the track. I'm not sure who won but they were side by side on sporty choppers, another awesome race. Smokey Mountain Moonshine was the reward. Next up we walked across the street to the beach for the Coctogon. Something which you really have to see to appreciate. It involves helmets and whiffle ball bats, good times and probably some of that moonshine.

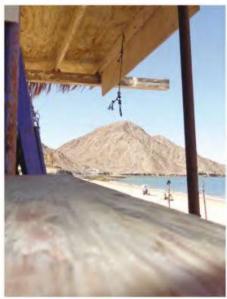
The next day we packed up and headed to Ensenada. We ended up hooking up with our Michigan buddies again and the Led Sled posse. At one point Brutha Jeff took off and Billy went in hot pursuit, they were rolling fast and hard. I tried to reel them in but they were too far gone. We were instructed to look for the giant Mexican





















flag and head for it as we rolled into Ensenada: the hotel is right there. We missed the flag and ended up getting lost and after touring thru the outskirts of Ensenada we eventually found our hotel and called it a day.

After a decent night's rest it was time to head north so we decided early start and ride up the coast through Tijuana to Tabor's place in Long Beach. Our first stop was some lunch at a bar in Pacific Beach, ahhh good ole bar food I missed you! We crashed at Tabor's before hitting the road to Temecula in the morning. The road to Temecula took us thru Lake Elsinore with awesome twisty mountain roads. El Diablo Run was winding down as we rode into the Biltwell parking lot. With the trailer loaded we said our good byes and thanked Bill and the entire Biltwell crew for putting an awesome ride together. The ride home was two days of torture but a necessary evil to end and epic trip. The next El Diablo run will be in 2017, as it takes place every two years. I will be back for the next round. For more info on future EDR check out biltwellinc.com

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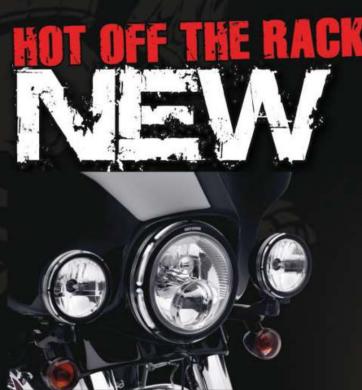


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vanceandhines .com



#### BURST TRIM RINGS SURROUND LIGHTS WITH DARK CUSTOM STYLE

Both the HYPERLINK "http://www.harley-davidson.com/store/the-burstheadlamp-trim-ring" Burst Headlamp Trim Ring (P/N 61400149, \$139.95) and HYPERLINK "http://www.harley-davidson.com/store/burst-collectiontrim-rings---auxiliary-lamps" Burst Auxiliary Lamp Trim Rings (P/N 61400255, \$199.95) feature a rich, black anodized finish that is machined to expose highlights of raw aluminum. Burst Trim Rings are easy to install and complement other accessories from the extensive Burst Collection. Burst Auxiliary Lamp Trim Rings are sold in pairs and fit 1962-later Harley-Davidson® models equipped with Original Equipment or accessory Auxiliary Lamp Kits.
The Burst Headlamp Trim Ring fits 1996-2013 Electra Glide®, Street Glide® and

Trike models except certain Custom Vehicle Operations™ (CVO™) motorcycles and those equipped with certain accessories. See an authorized Harley-Davidson dealer for fitment details.www.h-d.com



#### THE L-100 SOLO SEAT AND L-102

#### PILLION

The L-100 Solo seat and L-102 pillion are one of LePera's classics. They have been making these seats since the 70's. Blue Metal Flake with diamond stitch and white piping are just a few ways to customize this classic. With heaps of different metal flake colors available you can customize it to give your bike the look you have been dreaming of. And yes, the metal flake can been used on any of LePera's seats. Contact your local dealer or visit www.lepera. com for more information.



#### BUDDY BOY SOLOS

Check out Le Peras' spring-mounted seat line. Pictured here, the "BUDDY BOY Bel Alr" spring solos are deep dished and offer a high densitymolded foam foundation and each seat is supplied with a black powder coated nose bracket. The large BUDDY BOY (L-106) measures 15" long x 13"wide and the small (L-101) is 13" long x 9 ½" wide. You can change it up with different colors or stitch graphics. Spring kit is not included. Contact your local dealer or visit http://www.lepera.com/" www. lepera.com



#### ERGONOMIC SOFTAIL JIFFY STAND

Kick it with ease after installing the new Softail® Ergonomic Jiffy Stand (P/N 50000091, \$99.95) from Harley-Davidson® Genuine Motor Parts and Accessories. This kit is a direct replacement for the Original Equipment jiffy stand and includes the stand bumper, bushing and all required mounting hardware. The kit fits all 2007-later Softail models except the Breakout® and CVO™ Breakout® models. www.h-d.com.



#### DRAG SPECIALTIES IRIDIUM SPARK

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Paughco's billet aluminum triple trees are designed to minimize handling, and front-end flop problems associated with altered front-end geometry. Specifically the 6-DEGREE TREES were developed to accommodate a number of their to accommodate a number of their most popular chopper frames with 45° neck rake. Used in conjunction with these "raked" frames and appropriate length extended front ends, the 6-degree offset provides near stock "trail" dimensions which in turn virtually eliminates radical front end flop. Trees are CNC machined from 6061-T6 billet aluminum, polished and show chrome plated. Currently available in Wide-Glide 6°configurations utilizing 41-millimeter fork tubes and Narrow-Glide with 3° for use with 39-millimeter tubes. MSRP is \$500.95 and you can get all the details at www.paughco.com



#### DRAG SPECIALTIES SEATS

#### FENDER SKINS

Dress up your fender with the new Fender Skin options from Drag Specialties Seats. These universally fitting skins are designed to match Drag Specialties Seats solo seats, featuring faux exotic centers, leather perimeters and a finished edge. A felt liner protects the paint, hugging the fender perfectly. These American-made skins will work with most OEM and accessory solo seats, and include a black zinc washer and screw for installation. Now available in faux white, red and brown python texture, faux brown leather and faux ostrich, all with black trim. Suggested retail price is 34.95. www. dragspecialties.com or contact your local Drag Specialties dealer.



#### STUB'S "SPOILER"

Le Pera's new Stubs Spoiler takes the killer café style to new heights! Think of it as a café seat gone Rock n' Roll. The bitchin kicked up tail section is highlighted by speed stripes and color contrasted pleats! All of this in a tight, slammed package that shows off, not hides just how perfect the stance of your bike is! This seat needs to be seen in the flesh to fully appreciate just how killer it really is!! Speed stripes and pleats available in a bunch of colors! Fits 10-13' 48/72 and 04-06&10-13 XL only. Pricing starts at 349.00. Contact your local dealer or visit www.lepera.com.



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#### NEW LCD WIPES FROM HARLEY-DAVIDSON Disposable Cloth Treated to Safely

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#### NON CVO HYDRAULIC CLUTCH

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"BPP-500HYD" clutch kit is just the ticket for riders looking for the optimum in touring clutch performance. The tried and proven system is designed specifically for late touring models with HD hydraulic clutch (non CVO models). Patented Ball Bearing lock up design features 45 - 5/16" steel ball bearings. While the BPP-500HYD is designed to work with the stock spring, retainer and bolts, each kit includes an optional .240" thick HIGH PERFORMANCE diaphragm spring which is 30% thicker and stronger than the stock HD diaphragm. This is a significant upgrade that is sure to benefit riders of these late model touring machines. Suggested retail for the BPP-500HYD is \$238.50. Available from Belt Drives Limited dealers worldwide Catch more at www.beltdrives.com



#### ARLEY CV CARB PREMIUM ACCELERATOR PUMP

CV Performance Introduces Harley CV Carb Premium Accelerator Pump Diaphragm...Better Resistance to Modern Fuel Additives The Premium Accelerator Pump Diaphragm is a CV Performance exclusive product and a replacement for H-D p/n #27361-76A. Compatible with all stock Harley carburetors made from 1981-2006 found on Harley Big Twin Evo, Twin Cam, and Sportster models. This includes the 88-06 Harley-Davidson CV carburetor, earlier 81-87 H-D "butterfly" style Carburetors, and all S&S Super E/G Carburetors. The suggested retail price for the New CVP Premium Accelerator Pump Diaphragm, made to CV Performance's exacting specifications is \$14.95 MSRP or contact CV Performance for Dealer and Bulk pricing options. www.cvperformance.com



#### **NEW PASSENGER MINI FOOTBOARD**

#### MOUNT KIT

This mount kit replaces the Original Equipment passenger footboards of 1993-later Harley-Davidson Touring models with more-compact footpegs or mini footboards. They create more space between the rider footboard and the passenger foot support, extra leg room that may make it easier to walk the bike in and out of parking spaces. Original Equipment on the Electra Glide® Ultra Classic® Low and Ultra Limited Low models, this kit is an ideal solution for short-limbed riders. It includes a left and right mount and required installation hardware. The mounts accept several styles of HYPERLINK "http://www.harleydavidson.com/store/mini-footboardkit-pa-07-50500144--1Passenger%20 Mini%20Footboard%20Mounts.doc" Mini Footboards or male-mount style passenger footpegs, which are sold separately. Visit HYPERLINK "http:// www.h-d.com"www.h-d.com.



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o after a longs days' work I was sitting on the front porch relaxing I had been noticing the neighbor boy Dustin had been riding his bicycle a lot. So I hollered out at him and asked him why haven't you been riding your dirt bike. He said "well it has a flat tire". I said well, figure out how to get it down here so we can get the tire fixed for you. The next day while drinking my coffee in the morning here he come pushing his dirt bike up the driveway with a flat tire. I thought to myself Dustin must really want his dirt bike fixed. At that moment I decided we were going to get his tire fixed up for him and give it a complete service so he would be good to go for the rest of the summer. While helping Dustin getting his dirt bike fixed up it made me think, that as we are getting older we need to make sure to take the time to get the younger generation involved in what we are doing. We need to pass along our knowledge to the younger generation because when we are gone someone else has to be able to keep everything moving.

So with that being said "Stand Up and Pass the Torch"





The tube had a tiny hole in it and would not hold air. So after removing the tire and the old tube we replaced it with a new one.







Dustin Said that his rear brakes were not working very well. We found that his rear brake rod was bent. So we got it all straightened out. Also when the rear wheel was removed we noticed that the inner brake drum was full of dirt and crud. So with a quick wash in the parts washer all was clean.



The chain was pretty rusty so I had Dustin lube the chain.



Buttoning up the rear wheel we adjusted the axle adjusters for proper chain tension and then torqued the rear axle to spec.





Part of servicing any bike is checking to see if the air filter is dirty. Dustin was definitely that! So we got it washed up in some soap and water and it was good as new.



I noticed the side cover was loose and showed this to Dustin. He said "Yeah I let my brother ride my dirt bike and he wrecked it, ever since then the side cover has been loose." So after taking it apart we found a broken bracket, that we just welded back on.



Dustin found that his kick starter was loose on its shaft. I told him that if left

loose for too long the splines on the shaft could get taken out and all we had to do was tighten the pinch bolt.

The clutch lever on Dustin's bike was harder to pull than any motorcycle clutch I have ever seen. I am not sure how this kid pulled the clutch but he did... So with a quick lube of the cable it was a smooth operator.



Dustin's bike was in Dire need of new hand grips. He handled the installation of the new ones with no problem.



Not knowing when the last time the oil was changed I gave Dustin the lo down on how easy it is to change your own oil.



I had a blast hanging out with Dustin on a Saturday afternoon. We performed a complete service and some maintenance on his little Honda Dirt bike, we also tweaked and adjusted the carb now it is a one kick smooth running little dirt bike.

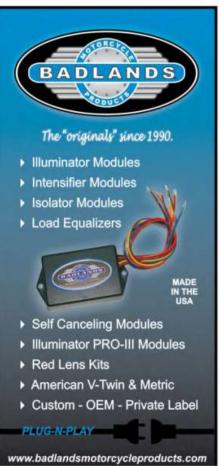
So the main point I am trying to get across here is take a minute and pass on your knowledge. Just like the old timer once told me "Books don't teach you everything". So make sure to pass it on to the younger generation. Thanks Dustin I had a great Saturday afternoon!

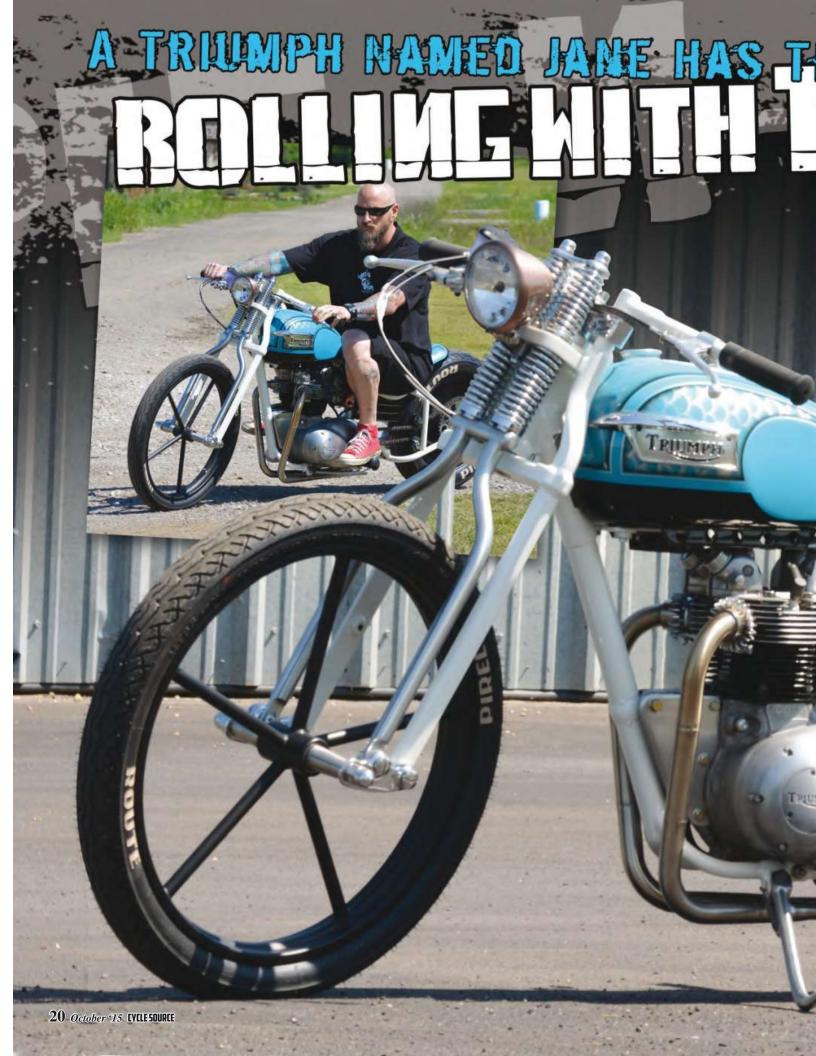
If you have any questions, please feel free to call me at the shop anytime 419-576-6812

Daniel Donley Pandemonium Custom Choppers

CYCLESOURCE







he sweet ass little Triumph you see here was built by our buddies at Three Two Choppers in Fort Worth Texas. The work that they do speaks for itself, and typically they have a style that's identifiable from ross the street. This build would be a little different for them and the story of who owns it now explains why. It is a little thing Jimmie Lee of Three Two calls the irony of life. Just when you think things are going one way, they switch and you gotta just roll with the punches.

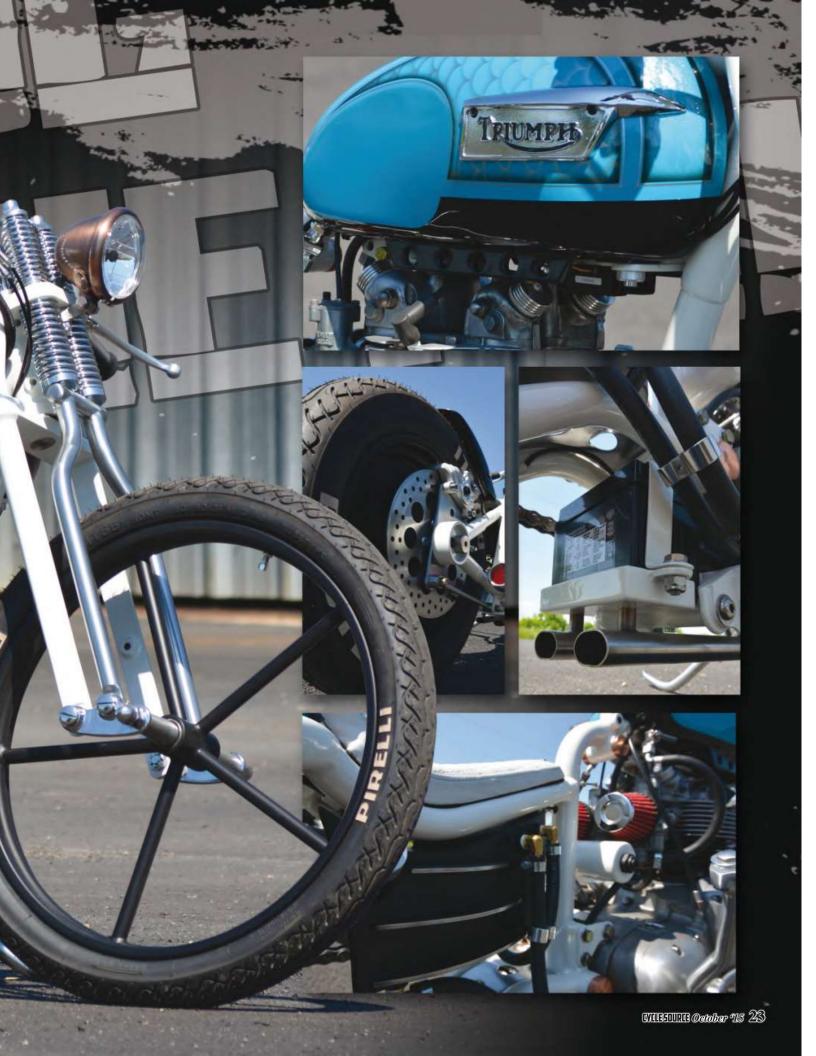
The story starts a while back when Jeff Najar and Bob Kay invited JC and Jimmie Lee to build a bike for the IMS Ultimate Builder show. About then Rick & Melissa Miller, two great people and customers of Three Two stopped by the shop. Melissa was in the middle of her second project with the guys. Her original build, an El Segundo, was a

Article & Photos By: Chris Callen

little too big and powerful for her experience level so they were building a lowered Evo custom to get her some more seat time. When she and Rick walked in that day, Jimmie Lee was at work on the Triumph and she lit up when she saw it. There it sat in all it's glory, a '71 500 T-100 Daytona. Melissa asked what year it was and Jimmie Lee explained that other than the standard British Racing Green of that year, it was the same bike her uncle used to have. She tossed out the idea to Jimmie Lee that they trade the bike that she was working on for the Triumph. Jimmie Lee agreed to think about it and with the stipulation that the build had to be carried out exactly as they wanted, since it was for an invited show, they would agree to the swap. That was fine with Melissa whose







#### ROLLING WITH THE PUNCHES TECH SHEET

OWNER: Melissa Muller FABRICATION BY: 32 Choppers CITY/STATE: Fort Worth, TX

YEAR: 1971 MAKE: Triumph MODEL: Daytona

VALUE:

TIME: 12 Months

#### ENGINE

YEAR: 1971 MODEL: Daytona BUILDER: Triumph IGNITION: Boyer DISPLACEMENT: 500cc PISTONS: Stock HEADS: Stock CARB: 932's CAM: Stock AIR CLEANER: Cone

**EXHAUST:** One Off Stainless Oval

PRIMARY: Stock

#### TRANSMISSION

YEAR: 1971 MAKE: Stock SHIFTING: Stock

#### FRAME

YEAR: 1971

MAKE: Triumph/32 Choppers

RAKE: Stock STRETCH: Stock

#### **FORKS**

MAKE: Springer BUILDER: 32 Choppers EXTENSION: None TRIPLE TREES: None

#### WHEELS

FRONT WHEEL: Round Rube Invader

TIRE: Pirelli FRONT BRAKE: None REAR WHEEL: Solid SIZE: 16"x3 TIRE: Pirelli

**REAR BRAKE: PM Vintage** 

PAINTER: Other Side Customs COLOR: Turquoise/Black/Silver TYPE: House of Color GRAPHICS: Other Side Customs MOLDING: Other Side Customs CHROMING: Al's Plating

ACCESSORIES
BARS: 32 Choppers
RISERS: 32 Choppers
HAND CONTROLS: Stock GAS TANK(S): Stock FRONT FENDER: None REAR FENDER: 32 Choppers SEAT: DB Custom Leather/32 Choppers

FOOT CONTROLS: Stock

MIRRORS: None OIL TANK: 32 Choppers

HEADLIGHT: 4'

TAILIGHT: 32 Choppers SPEEDO: None

PHOTOGRAPHER: Chris Callen

and hooked a right onto the road. She took right to it and loves the bike.

This is a feature that was built into the Triumph from the first day. Jimmie Lee said they wanted it to have a very traditional custom look while having all the modern technology upgrades to make it fun and reliable for a rider. The coil, the charging system, the wiring and ignition all got an update and were made more user friendly. In the end it was a huge hit for her. Sure the bike took first place in the Retro

Mod class but they don't really pay attention to all that. For Three Two a show is just a way to get out and see people, show off their work and talk about what they do. They still get a big kick outta doing all this from the "Other side of the Rope."

Cycle-Resources:

#### Three Two Choppers

3149 Major Street - Fort Worth TX www.threetwochoppers.com





# Article By: Jim Red Cloud

id you ever listen to the lyrics for HEART's song Dreamboat Annie? It's a short reprise of a song but it's packed with meaning and innuendo. Talking about heading out and won't be back for a while... Sad faces painted over with magazine smiles... alone in a crowd... In 10 lines, the song cuts to the quick of what it is to be a square peg in the round hole of society. Or to be unusual in a world that puts emphasis on popularity and vogue.

I was watching a TV show recently and they were highlighting HEART and performing all of the songs from *Dreamboat Annie*. As you might expect, the program took me back in time to 1976 when I saw HEART in concert. The song was released at a time when war protests and race riots still had everyone on edge but the dreamlike melody was a balm on frayed nerves. I figured the Wilson sisters must have been stoned on LSD to write a song that could rock you on "the diamond waves" so effectively.

But now; listening to the song some 40 years later I asked myself, "What the f#@K happened to Dreamboat Annie?" I mean, what's wrong with having your head in a cloud, really? At what point in the aging process do we no longer see life as just a game? Is it possible to maintain or recapture the "I don't give a f#@k" attitude from your youth?

How exciting were the times when everything was new and unfamiliar? Every experience was an adventure... Your first kiss... Your first Harley... Your first drink... All the things that you did that seemed to be careless and fearless. Where the f#@k is that Dreamboat Annie?

Well, if you interpret the song to mean the loss of innocence then you'd best be on your guard or else she's *never* coming back because the older you get or the harsher your reality; the more cynical you become. It's impossible to maintain that dreamy luster of innocence as people move in & out of our lives, expectations remain unfulfilled, disappointments continue to mount and prayers go unanswered. On and on until you're left wondering if it's even the same journey that you started out on all those years ago!?!

Did you ever notice how trends and fads repeat themselves? Take the motorcycle industry for instance... How often have they made retro or nostalgic bikes thru the years? They're just trying to capitalize on our everpresent yearning to recapture our youth! They're trying to move their company forward by taking us back to the time in our lives before we pulled our heads out of the clouds or before we even knew the meaning of the word "addiction".

Addictions aren't all bad though... One of the few up sides about recovering from an addiction to alcohol is that an alcoholic stops aging emotionally when he or she climbs inside that bottle so that, when they climb back out, they get to start out as a 16 year old emotionally – or younger if they started drinking younger (for my own part, I may have matured into my 30s by now).

Take too much pain medication and they want to send



you to rehab. Drink more than is socially acceptable and they send you to AA. Smoke weed to calm down and they suggest you need counseling! We have a cure for everything but we have answers for nothing!!

You might try to hold on to the youthful exuberance by partying more, by getting implants & injections or, by

Seriously... What if everyone had to go back to riding Panheads? you think they would be expecting a million people at Sturgis during the 75th rally? HELL NO they wouldn't! Half these "bikers" wouldn't even be on motorcycles if they didn't navigate for them, talk to them and wipe their

butts for them!!

Instead of an RV... Go buy a tent and a backpack and go camping somewhere. Spend the entire summer going from campsite to campsite and job to job; riding your Harley from place to place, making it real. Keeping it simple.

That way, when you find yourself on your death bed ready to draw that last breath, vou won't be without the accomplishment. You won't find yourself empty of everything but regrets; wondering how you could have missed that boat.

And then... whether you've been doing the twist, the bump, or twerking you will remember this... On that last day, in the hour of that last breath, you will be grateful to be able to bow to your creator and thank him for the dance.

Young or old, we are all in fact waltzing with God.

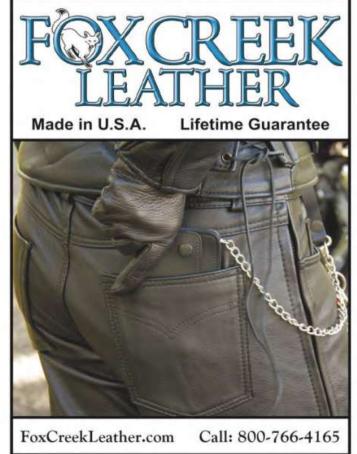
"Heading somewhere won't be back for a while"

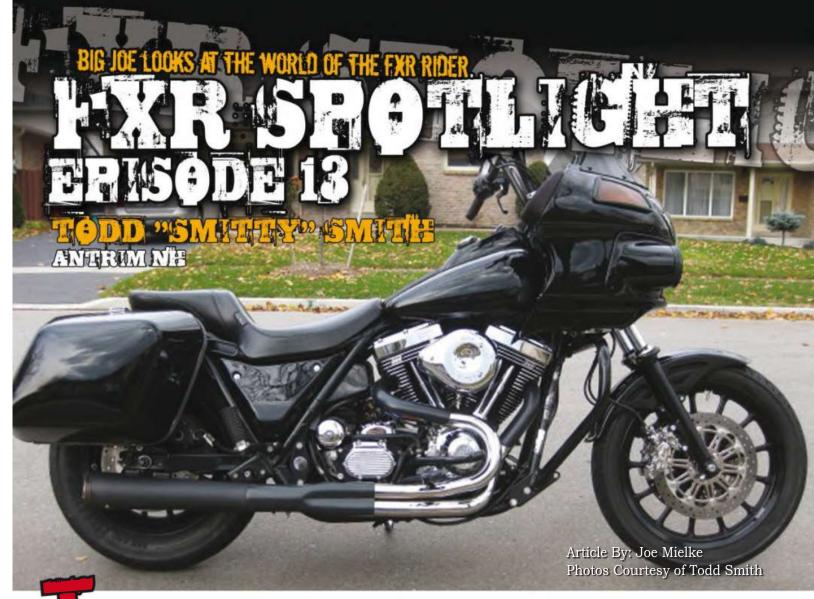


putting on a pair of chaps and a leather jacket and just leaving your world behind. But, no matter what, I don't suppose you can ever *really* go back.

Probably the best anyone can hope for is to stop giving a shit about what other people think. Stop going out to buy every new fangled thing to make life easier. That really only ends up complicating things more.







his month's Spotlight comes from a friend on Instagram. Todd Smith from New Hampshire contacted me about an FXRT he helped build at a dealership a few years

back. Regretfully Todd does not own this FXR but I figured what the hell. A guy builds up a no nonsense FXRT that he is proud of, I figure it's my job to let him tell you all about it! In Todd's own words I'm going to let him tell you how he gets down in the winter months in New Hampshire.

"So here is a little background on this bike. Its 2010, I'm spinning wrenches at Nashua HD in NH. We get an 86 FXRT (codename 86~04) as a trade in as were headed into winter. Jay, the bossman, gets a boner

for a winter project and we are off to the races. The bike ends up on my second lift after we pretty much tear it down to the frame and drivetrain. We decide to put a set of later model 39mm forks on it, a set of RSD tall bars were chosen, and we decided that the fairing situation needed some attention. Smitty gets the fairing job! As you can see from the pics, I cut the



fairing up a bit and added new panels to hold new speakers. We added a Hogtunes 200W amp and speaker package with custom fit boxes on the lower speakers and custom made one off speaker covers for the tops. I also made a new panel to mount the gauges and indicator lights. We searched and found a set of Po~Po spot lights for the fairing, and got

them all squared away with the right seals, rubbers and bulbs. I also took the original windscreen and cut it down so that it matched the line of the fairing dash panel. Then I shot a coat of bedliner on it to set it off, it looked aces! Once all that was roughed in, wired up, and working, we went back at the rest of the bike. Brembo calipers w/ floating rotors up front, a nice set of tuneable shocks on the back, new O-Ring chain and sprockets, and Pete The Guru yanked the

original tranny out and put an 04 FXD tranny into the original case, hence the code name 86~04. We worked the floor board mounts over pretty hard with a torch and grinder to get them

to cooperate with the equally diced up Thunderheader. We cleaned up the clam shell bags and ditched the handles at the top of the bag rails, and slid a LePara Gel Solo seat on with a passenger pad. All of the rear lighting was swapped over to LED, as well as the front directionals behind the tinted lenses. Once everything is buttoned up and functioning as it should, we tore the whole thing down and sent all the body work out, and just about everything else that's metal off to powdercoat...BLACK, BLACK & BLACK! We had it all back together for early spring 2011 and as you can see in the pics it came out spot on! I had the opportunity to buy the bike but could not scrape together the scratch in time. It ended up heading up to the great white north of Canada, and from what I've been told the cat that bought it rides the wheels off of it! As it should be!"

I think Todd's story echoes what a lot of new FXR owners are doing in their garages these days. Take a well-used FXR/T make some smart choices in modern performance parts and hit the pig with some lipstick. It's a simple enough recipe and more and more motorcyclist are following this trend.

CS: How did you get exposed to motorcycles? (Who/When/Where)

TS: Growing up it was my Dad and my Uncle who rode. Dad had a CB750, and Uncle Harry had a bunch of different HD's, an FXRS included.

CS: What was your first motorcycle? TS: My first bike was a KDX80 at the age of 13, then a SP500 when I got my license, and a KZ1100 when I moved to Orlando and started MMI.

CS: When did you get your first FXR and what was it?

TS: My 1st FXR was at age 36, a bike which originally started out a 88 FXRS 85th anniversary edition that got handed around between two buddies of mine and myself. Build, Beat, Break, Repeat. Considering the utter abuse that FXR went through between the three of us, the fact that it is still on the road is a testament to its durability.

CS: What led you to the FXR?

TS: Love the lines of the bike, tons of upgrade parts available, and the obvious...the chassis, unbeatable.

CS: What FXR's do you currently own?

TS: Unfortunately at the moment I have no FXR's.

CS: What other motorcycles do you



currently own?

TS: I currently ride an 05 Dyna w all DX suspension, V-rod Brembo's, a detachable set of full size FLHT bags and a FXRT fairing that I reengineered the mounts for so that they would bolt on the the Dyna. I'm currently working on my 80 FXE, and I have a Sporty Project up on the table as well.

CS: What do you think makes the FXR such a great motorcycle? Why FXR?

TS:It comes back to the chassis for me, strip one down and have a good look at the frame. Engineered like a Kenworth! Load up that FXRT to the hilt with the ol lady on the back, it will still run thru the corners like no other HD. Strip it down, work over the drivetrain and run it at the drags! Spend the day cruisin on the back wheel. Take your pick!

CS: If the factory would bring back

the FXR platform would you buy one? TS: HELL YES.....Willie G....are you listening??

CS: Where is your favorite place to ride?

TS: Up in the White Mountains and in the Lake Winnepesaukee area.

As this issue hits your hands we will be just coming down from the 2015 FXR Show and the 75th Sturgis Rally in the following months I hope to recap the 3rd annual FXR Show and bring more new FXR Spotlight episodes! If you were at the FXR Show I trust you had a blast. We'll do it again next year!

If you want to see your FXR featured in a future episode of the Spotlight get in touch via joe@fxrshow.com www.fxrshow.com





Article By: Roadside Marty Photos By: Chris Callen

or most of us that build or even ride stock motorcycles it's hard to believe that at one time if you needed a custom, or God forbid, an

OEM replacement part you either had to have an extensive network of fellow riders and builders or you crossed your fingers and hoped that the closest H-D dealer would sell you parts that could be used to build or repair a chopper. When I would complain that a lot of aftermarket parts wouldn't fit my Dad and so many other guys would tell me that we were lucky to be able to have so many parts to buy even if we had to work a little to make them fit.

there Today are multitude of manufacturers that cater to every type of motorcycle on or off the road, and some have a better reputation than others. There are many companies that somewhat cater to the older iron to a certain extent, even some that

build complete reproduction motors and parts. Some do excellent work and then there is Motortechnic-Mfg USA who has set themselves apart from the rest of the pack with the detail and the list of parts that they have to offer.

It all started when Dan "Bacon" Carr of DC Choppers in Spicewood, Bill "Knuckster" (aka The German) was doing in Germany with casting "hard to find" Knucklehead parts. This was

TX heard about some cool things that

available to a point.

The beauty of the parts built by Motortechnic, along with the date codes, is the quality of the actual

pieces that are being made now as well as what they have coming within next year.

As of right now engine manufacture they Knucklehead are 1940-1947, Flathead UL,ULH 1937-1948 and Panhead 1948-1952. The Knucklehead and Panhead cases come with the cam shaft and oil pump bushings installed as well as the cam cover pins installed, while the Flathead cases have the cam installed bushings as well as the oil strainer, chain oiler and cam bushings. All three sets of cases are matching machined. Another really great point is that they will fit to your original case with no problems. This means that if you

have a damaged left or right case they can sell you a matching one. Now with Motortechnic Mfg on the map if you find a case half at the swap meet you won't have to wait and hope that maybe you'll eventually find a case that you can use as well afford!



nothing new...except that The German was using aluminum and was casting the Harley-Davidson date codes into the molds so that they would look as close to OEM as possible. Most of us that are fortunate enough to own a Knucklehead will tell you that even though you can buy most replacement parts they are only OEM parts





















The current list of parts they manufacture include Knucklehead heads in any configuration from complete heads to bare heads. One of the major improvements that they have made is that the heads are cast out of ALUMINUM!! OEM Knuckleheads are cast iron which retains a lot of heat, this is truly a huge step and makes for better performance. For those of you that want them, cast iron heads will be available later this year. They also offer parts for the heads individually, including the complete tin sets, early and late style, rocker boxes, rocker arms and shafts as well as all the hardware you'll need. If that's not enough to get your interest up consider the other parts they offer as well as the parts that they're working on now; Knuckle cylinders in either cast iron or aluminum, 13 fin aluminum Flathead cylinders (which should be available in Sept) Flathead heads, complete valve assemblies and guides for Knuckle and Flathead, lifter blocks for Knuckles, complete oil pump assemblies including all gears and shafts for Knuckles, oil pump parts are also available as separately sold pieces, complete cam chest assemblies for Knuckles and Pans, case races for 36-54 motors, belt drive assemblies that come with a 1" belt and pulleys that are ceramic coated that will last a lifetime and utilize a late model Sportster clutch that's included. These items are what they currently have in production and there are plans to develop more hard to find pieces and parts.

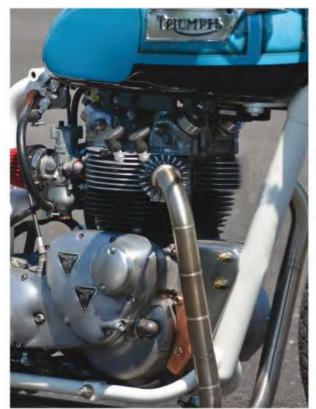
During Bike Week Daytona DC Choppers had a bike set up that actually had a set of the aluminum Knucklehead heads. There I was personally able to see and feel the quality of the parts that you would expect from German craftsmanship. DC Choppers is the only USA Distributor for Motortechnic parts, so if you're interested be sure to hit him up for all of your needs. You can also check out the website www. motortechnic-mfgusa.com.

Now I know some of you out there may be grumbling that you want an OEM Knuckle, Flathead or Pan but trust me you'd be hard pressed to find anything else that even comes remotely close to the parts from Motortechnic-Mfg USA! I'm looking forward to what they build in the future!



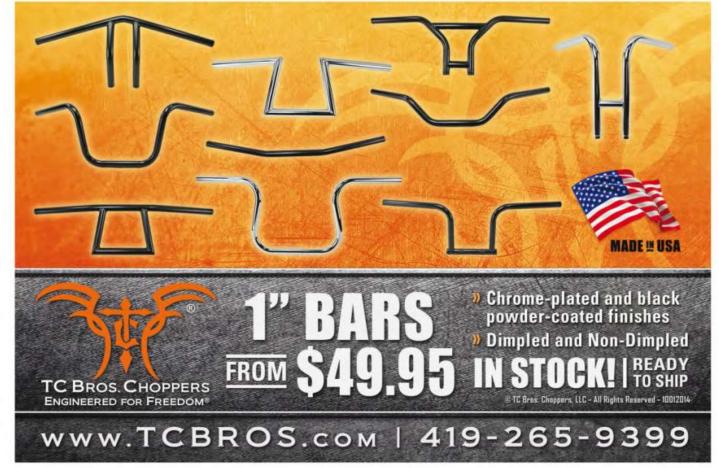
#### FIND TEN DIFFERENT THINGS ON 3-2'S TRIUMPH

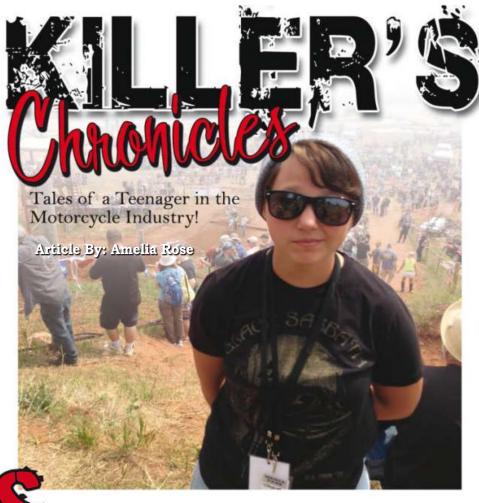
NO THERE ISN'T ANY REAL PRIZE. JUST SOMETHING TO DO WHILE YOU'RE IN THE CAN.





1. Extra ID tag on cam cover. 2. Missing Hold on the under tank mount. 3. Extra spark plug wire boot. 4. Missing motor mount joint on front of downtube. 5. Missing screw head on cam cover. 6. Missing exhaust at left head. 7. Missing shifter. 8. Extra welds on the right side exhaust. 9. Extra motor mount bolt at downtube. 10. Missing bolt head on gas tank emblem





omething Old, Something New...

Hey guys, what's shakin'? This month in Killer's Chronicles we'll be taking a close look into the mind of the bizarre and elusive...."adult". Just kidding guys

but let me tell you, sometimes, the parentals aren't all rainbows and sunshine, they're normal parents and get on my nerves just about as much as I get on theirs, but we love each other all the same. I say this because, as I write this on a bumpy back road in Sturgis, SD, I think back to our most recent event, MountainFest, and the yearly chaos that ensued. Now, during this event, not only are the parents trying to get ready for the Cycle Source events in Sturgis and producing the magazine, but they're also

trying to plan what is possibly the biggest event of the year, their own wedding!! That's right guys, by the time you get this issue, Heather (my mum) and Chris will have been married for approximately 1 month, which is pretty freakin fantastic!! Now I'm gonna get sappy for a hot minute

before I tell you the "dirt" about the Cycle Source family. I love both my mother and Chris very much and honestly couldn't be happier that they're getting married. I see Chris, not just as a father-ish figure, but as my real dad, and I love him more than anything. He's my rock, my partner in crime, my best friend, and now (officially



and most importantly), my father. Despite the fact that we bicker and argue from time to time, I can always go to him when I need a listening ear or a shoulder to cry on. No matter what happens, he'll always be one of the biggest parts of my life and I'm so happy that he and my mum met and

are deciding to spend the rest of their lives together. So congrats Chris and Mum!! Okay, okay, now back to the real deal, the actual chaos that is the Cycle Source family. Mum said I needed to start sharing all parts of our life, not just the cool and fun side. So, just for you guys, here it is. We are absolutely no different than the rest of you. We're just a normal family that does some extraordinary things. Our business is run out of our house and our entire staff is our family. And just like any other family, we have our ups and downs and occasionally want to rip each other's heads off when we're crunched for time, or just didn't get enough sleep. Between last minute printing (and by last minute I mean the day before we leave for Sturgis) and planning 4 magazines all within 90 days, we can get kind of bitter. They snap at me and I snap at them and some days we all just want to run away and hide. There have been days where we literally go sit in our corners of the office and keep to ourselves, other days are fine. I'll be honest with you guys, living with the magazine gets rough. We're always busy or have someplace to be or someone to shake hands with. It's sort of like the mayor...shakin hands and kissing babies, but we don't actually kiss babies, that would be weird...but that's sort of how things are sometimes. But those days pass and when we get to an event and I get to experience everything for what will always feel like the first time, it makes it worth it. There's nothing in the world like getting to an event and putting on your press badges to start the week. It's like this super power, it makes you feel important, like you're meant to be there. Plus, when I'm here some of you come see

> me and hang out at the booth which is always a blast. And hey, shout out to the couple at MountainFest who asked me to sign a copy of the mag, you guys absolutely made my day and it's such an honor that you guys think that highly of me. I mean when you think about it, I'm just a kid with a little column, and you guys make me feel so important and loved when I get such wonderful feedback. It really does mean the world. So hey, there's another small glimpse into the very large and very crazy world of the Cycle

Source family. You know the usual, write, call, email, stop by the booth even! I'll catch you all on the flip side. - Killer







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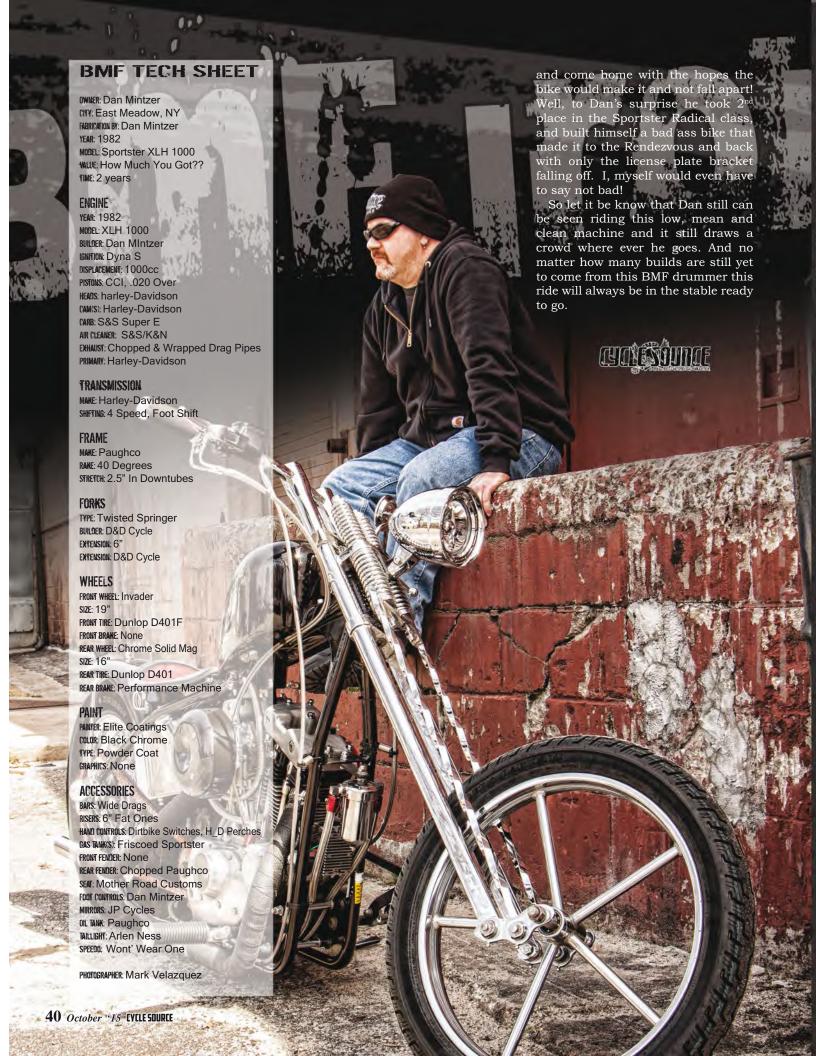
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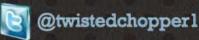
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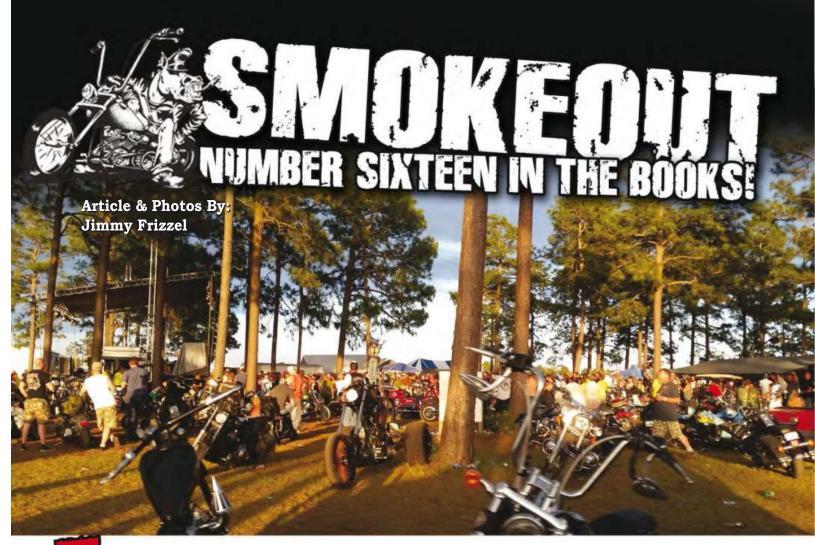
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he amplified angry tones of exhaust resonate off a concrete bleacher backdrop overlooking an eighth mile asphalt strip. An island of towering Carolina pines lay shadow upon all those that lurk below, and already the carbon footprint of a couple thousand handmade nightmares accumulates on your skin. This is the last place a mother would want her little ball of sunshine to be. But that wad of innocence crapped the bed a long time ago..... Bail money's in the saddle bag. Momma I'm heading south!

Scattered across the country as part of a fifteen year ritual, garage hermits of every kind feverishly prepare for their journey to Smoke Out. This year held at Rockingham Speedway in North Carolina amateur builders as well as die hard mile hoarders collected in mass for another weekend of chopper bliss and celebration. Now contrary to what the average eyehole may choose to interpret, from such a display of deviant bliss, Smoke Out is not your average "biker" event, and it would be a crime to pass it off as such. As in the past this year's gala proved yet again to be the ultimate gathering of chopper and gearhead connoisseurs.

Friday started out at a cozy 97 degrees as bikes started filtering into the Rockingham speedway camping area just outside the dragstrip gates. Over the next few days the innocent landscape would turn from a modern Hooverville of polyester shelters to a functioning recreation of Mad Max's Bartertown. With a constant aura of dust looming overhead, complimented by random plumes of tire smoke an entire civilization began to form. Mini bikes and slider trikes weaved in and out of the crowd, and proved once again to be the logical mode of transportation for those who thought motorcycles may be a bit cliché. Just inside the gates the air was alive with great music and the constant welcoming scream of 1/8 mile bragging right battles on the sticky tar provided a perfect ambiance of controlled chaos. A steady breeze blew

between a wide variety of vendors, swappers, and grease trucks making the southern heat not even a second thought. In the center of it all laid a taped off section of dirt that would hold the proud participants of the tenth and last, coast to coast Stampede, a herd of hardtailed do or die mechanical mutants built for three things, go fast, hold fuel, and do it

from Barstow California to Rockingham North Carolina by any means possible.

The shear collection created by the amateur builders for this year's build off and those participating in the drive in bike show, once again failed to disappoint drawing in the attention of anyone that even briefly glanced in it's direction, like dollar bills to a strippers thong. But these may have been the only bikes that sat for more than a half hour all weekend. Smoke Out is a constantly mutating event, what you see one minute will probably be gone by the time you tell a friend. With everyone habitually riding their bikes from one end to the next, keeping everything harmoniously changing all weekend. It can be



easy to miss the little things, and keeps the weekend from getting stale, as some shows tend to do within the first few hours.

As Saturday started to erupt into full swing and the constant rumble of bikes settled into a dull drone in the back your mind. It was apparent, as with most years, that there was no hang ups or attitudes roaming the grounds. Smoke Out, as said before, is a gathering of like minded individuals, friends, and friends you haven't made yet. Rockingham Speedway was void of the thick wallet billet weekend riders and the shine it, park it, stare at it, company man idiots. Mindless cellular zombies engulfed in capturing every minute instead of taking time to live in it were for the most part nowhere to be found. Road warriors wrenching on their asphalt battered bikes, found help at every turn, and even the worst roadside nightmares were met with a smile, a handshake, and a solution. Now granted this may all sound like "chopper disneyland" where high school drop outs dress like stuffed cartoon rodents making beer and whiskey fall from the sky like rain, and granted as cool as that would be, it's just a true testament of community. From up and down the east coast and scattered across this country, some for weeks on end, battling road and machine, all forms of two wheeled visions, choppers, bobbers, American, English, Metric, and even Diesel met beneath the pines. And in many ways for many who attended this year it's never about being at Smoke Out, it's about getting to Smoke Out.

Rest in peace Mike and Richie may your journeys only be beginning.

Editor's Note: Last issue we did a memorial for Richie Pan. In the haste to get that tribute in the September Issue, I left two of Richie's Brother's last words out. I cannot appologize enough for this and I hope that printing it here at the end of the Smoke Out Article will ammend that oversight.

"I absolutely HATE the thought of writing a few words about a man who I, along with many others, loved dearly. I first met Richie at The Smoke Out back in the Salisbury days, I can't even remember which year it was but once he saw my Pan we immediately hit it off and after that whenever we would see each other we always sing "Panheads Forever" by David Allen Coe. I'm sure to most people within earshot they wished we would sing a little more quietly but we always had a blast! There's two words that instantly come to my mind when I think of Richie, family and honesty, he loved his family dearly and you could always count on him to be honest, if he liked you then you knew it and if he didn't well then he had a way of letting you know that as well. One thing he said to me that I'll never forget was "Roadside. I like it when you're on the microphone because you always make me









laugh!' I can't tell you how much those words meant to me. The world lost one fine man that Saturday night and his family lost more than I can ever imagine, I still have a hard time understanding why this happened to Richie and Mike and I guess I always will. Till I see you again brother, Ride in Peace!!"

#### - Roadside Marty

In one paragraph define the origin of

man. In one paragraph define how the universe began. In one paragraph define how to understand a woman. None of the aforementioned are even remotely possible but I bet we'd have a better shot at those than we would trying to define or even describe our friend Richie Pan in a hundred times that space. From the moment we first met some things were blatantly clear and they were FAMILY ABOVE ALL ELSE FIRST, Friends









and then business. What Richie has left behind is proof positive of that. Cindy, a beautiful, undyingly loyal wife, his boys each obtaining greatness on their own after having faced down and overcome tremendous adversity, a legion of friends and fans from around the globe and a business that could be recognized & revered by three simple letters spoken aloud, D.S.T.! I hear many speak of the incredible art that Pan created but I believe that it was art itself that created Richie. Whether it was the drums. a brush, a tattoo gun or a wrench, art flowed from his heart and poured out of his fingertips. Pan mastered each and everything he sought to achieve. Over the last decade virtually every conversation we had was in the middle of the night. I'd be up writing and he'd be sitting in his house mastering oil painting while rebuilding a tranny on Cindy's kitchen table, teaching his boys like his dad had taught him, making sure they were able to accomplish anything they too set out to do. Whether it was a day, a week or months from our last talk, he could pick up mid-sentence where the last talk ended and not only remember the topic but the emotion that went along with it! In the decades that I've known him, I'd never once heard a single solitary bad word spoken of him. Perhaps Richie can be summed up with a single word after-all and that word would simply be "REALLY"! Really talented, really funny, really genuine, really honest, really loving, really knowledgeable, the list could go on and on but mostly, Richie was REALLY HUMBLE! A day won't pass that we all won't REALLY MISS HIM! Godspeed my brother, as you always have, keep an eye out for us all! Jack Schit







was super stoked to get the chance to test the new S&S 4 inch Race / Tour Mufflers this past month. Especially in this case since in the effort to get the Black Pearl up to snuff for our long road trip, I had to come to the hard facts that the D&D pipes I've loved for so long, were just beat to hell and needed replaced. Now don't misunderstand, the D&D pipes performed exceptionally so the new S&S pipes would have to live up to all they promise to make the transition for me to be a smooth one.



The only drag for me is that although the S&S Pipes fit all stock and aftermarket headers, my last exhaust system was a 2 into 1 so I would need to start with a new header as well. No problem, this would give me the opportunity to test the S&S exhaust system as a complete unit. I would throw in their Power Tune Dual header and start from there. The whole system \$524.95 for the Header and \$599.95 puts it just over \$1100.00 but from what I could see right out of the box, it's beyond quality products, let's see how it performs.



Since the old exhaust system is off I can go right at installation. I start by applying some thread ease to the O2 sensors and

installing them into the header pipe.



I pop out my old exhaust gaskets with a pic tool and install new ones after cleaning the flange seat area of all leftover debris.



A new set of exhaust flanges are installed, operation made easier by far with the right tool.



Next we install the header pipe. The front goes on first then once it is in the head the back goes in, it may require a small amount of pressure to spread the pipes apart.



At this point we put the nuts on the exhaust flanges finger tight and just let the header hang loose.



Next we get the crossover pipe ready by installing the clamp and sliding it on to the front pipe of the header.



To accommodate the weldment fixture that mounts the crossover pipe, four bolts from the transmission pan are removed, two from the rear of each side.



Here you can see the placement of the fixture as it will sit.



With a little blue Loc-tite we install the weldment fixture that holds the crossover in place, with the new hardware, one on each side of the tranny pan.



At this point we tighten

the nuts at the head and Heather gets the Windex out. By scrubbing all the oily fingerprints off the pipes will break in on the first heat cycle without contaminates that can lead to surface rust.



While she does that I move over to the heat shields. S&S uses Jet-Hot for the flat black coating on these and man they look sharp. We slide the clamps into place, remember to bend the end slightly to make them easier to pass through.

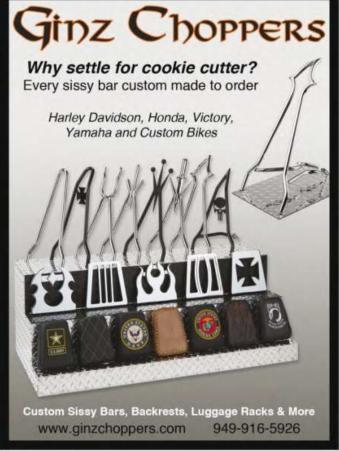


Installing the heat shields does not require a degree in science but take some tips here and take your time, remember that this will likely not be the last time you have to put a wrench to these so think about the ease of use as you put the bolt heads of the clamps into place.



Here are the Race/Touring mufflers that came from S&S with the 4 inch Power Thruster tips installed.







We slip on the clamps at the front of the muffler and then slip the muffler onto the header pipe. You can tell the left side pipe by the relief in it for the axle nut. The mufflers have the same Jet-Hot coating as the heat shields.



The muffler mounting is the same as stock. As I mentioned above just take your time and consider the location and direction you leave the exhaust clamps in so they are easier to use the next time.

So out on the road I can tell you these pipes are bad ass man. Now, I can't say



that I have the ability to back up S&S's claims of boosting top end and midrange torque since we didn't run them on a dyno, but I can tell you that with several hundred miles on these things now, I haven't missed my old pipes a bit. As a matter of fact these actually do have a little power band in the midsection that has become quite noticeable in the last hundred miles. Since I made the investment many years ago to let the Zipper's Thundermax do the heavy lifting, all I had to do was plug everything back in and let it tune itself fifty miles at a time.

Now let's talk about the sound....DAMN!!!
These pipes are the best of both worlds.
When you're off the throttle they are mild

with a deep throaty sound and then when you get on it they get deeper and have a mean ass bark to them. The look like a million bucks too and the Jet-Hot coating is sure to keep them that way for a ton of miles to come.

In summation this exhaust system is well worth the investment for anyone looking to complete a performance combination. For me when I combined them with my 111 and the Thundermax, it was perfect. Now every time I ride this thing it gets better. Check them out here https://youtu.be/9zlRhmGzZqw , they even have a video where you can take a listen to the actual sound from the pilots chair.

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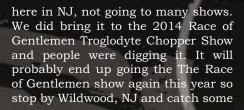
INDIVIDUALISM COMES STANDARD. CHARACTER IS BUILT. ICONS ARE REMEMBERED.











old bikes racing on the beach and a killer chopper show...put your vote in for The Pusher!

A little info on The Pusher reincarnation. The only major change was the fuel tank, an Alien tank was narrowed about an inch and the tunnel was changed to fit the bike. The bike was completely disassembled and repainted. Some little changes were made that Ed and Bob had wanted to change on the original build. The old version of the frame was a brighter white, the new version is a little more pale white. Bob painted everything with House of Kolor paint, pearl white base with gold panels and magenta and oriental blue ribbons covering the tank and fender. It is an amazing paint job as only French Kiss Kustoms can do, in the sun light the pearl paint is just awesome, you have to see it to really appreciate it. The sissy bar, oil tank, motor mount and cocktail shaker pipes are all French Kiss Kustoms fabricated parts from the original build. The motor was given the once over, boring the 74 inch motor 40 over and Keith Black pistons where used. A Weber cam, Joe Hunt mag and S & S Super E carb make it a strong runner. The Baker 6 into 4 tranny gets it rolling down the road without hesitation. A Fab Kevin

CUCTESTOME

#### THE PUSHER TECH SHEET

OWNER: Tom Freund CITY: Ocean Grove, NJ FABRICATION BY: Ed-French Kiss Kustoms YEAR: 1972

MODEL: Shovelhead VALUE:

TIME:

#### ENGINE

YEAR: 1972
MODEL: Shovelhead
BUILDER: Harley-Davidson
ISNITION: Joe Hunt Mag
DISPLACEMENT: 74"
PISTONS: Keith Black 40 Over
HEADS: H-D Port & Polished
CAMICS: Lien Webber, Custom Grind
CAMB: S&S E
AIR CLEANER: FMA Velocity Stack
EXHAUST: French Kiss Kustoms
PRIMARY: Tech Cycles

#### TRANSMISSION

YEAR:

MAKE: Baker 6 in 4 SHIFTING:

#### FRAME

MAKE: Paughco MODEL: Wishbone RAKE: 33 Degree STRETCH:

#### FORKS

TYPE: 35mm Superglide
MAKE: H-D Shaved By French Kiss Kustoms
EXTENSION:: +4"
TRIPLE TREES: Mullens Chain Drive

#### WHEELS

FRONT WHEEL: Spool W/ JR Cycle Hub SIZE: 21" FRONT TIRE: Avon Speedmaster FRONT BRAKE: REAR WHEEL: Harley-Davidson SIZE: 16" REAR TIRE: Coker Dual REAR BRAKE: Fab Kevin

#### PAINT

PAINTER: Bob -French Kiss Kustoms
COLOR: Pearl White, Gold Panels
TYPE: House Of Kolor
GRAPHICS: Magenta & Oriental Blue Ribbons

#### **ACCESSORIES**

BARS: French Kiss Kustoms
RISERS:

HAND CONTROLS:

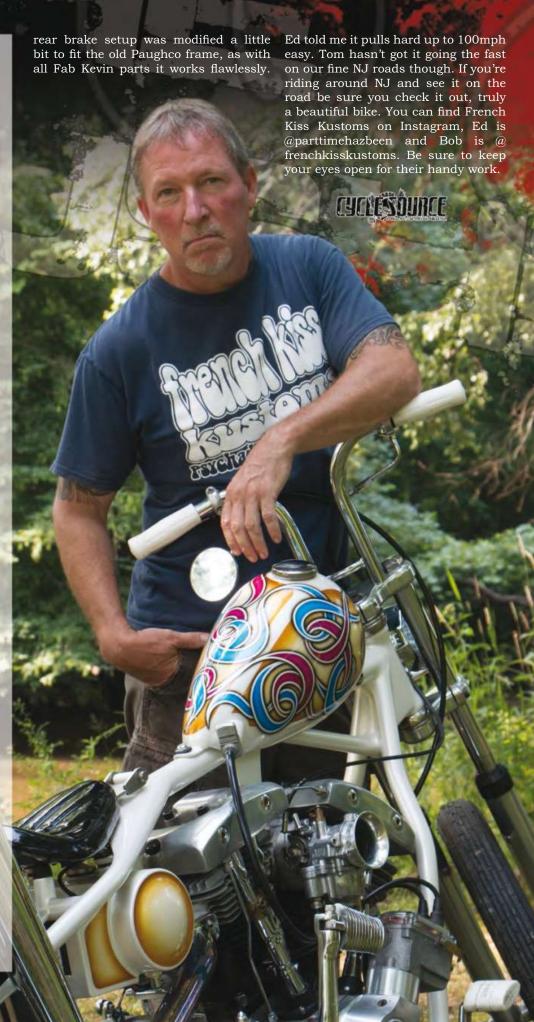
FUEL TANK: Alien, Narrowed 1"
FRONT FENDER):

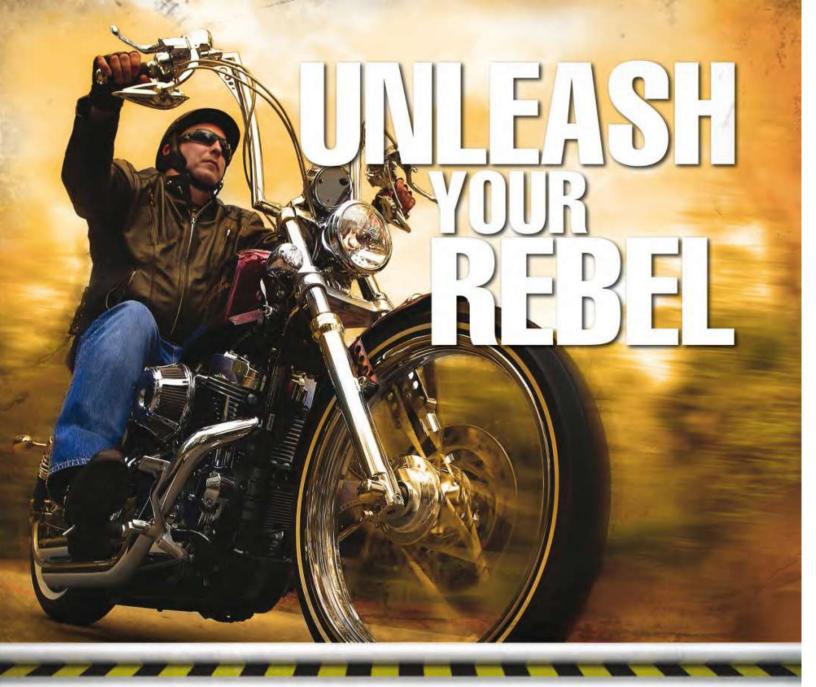
REAR FENDER): Ford Tire Cover, FKK Skitch Bar SEAT: Hooker Boots Patent Leather FOOT CONTTOLS: French Kiss Kustoms MIRRORS: None

OIL TANK: French Kiss Kustoms HEADLIGHT: Yankee Spot Light TAILLIGHT: 37 Chevy Truck

SPEEDO: None

PHOTOGRAPHER: Mark Velazquez





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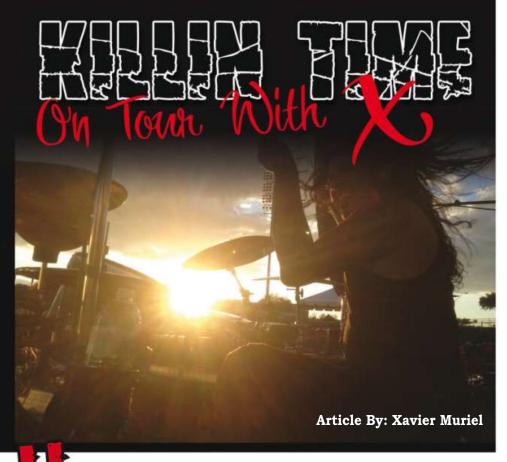












ello again fellow riders, well by the time you read this one of the biggest if not the biggest motorcycle gatherings will have come and gone. I'm talking about the Mighty Sturgis 2015.

Having played the Chip every year for the last 9 years was with great anticipation to do the 75th anniversary this year, however due to a situation that required one of the band members to be on rest for a few weeks, we sadly had cancel... total bummer! But alas there is always a bright side. After many years without a significant break it allowed us to have some unexpected time off. Well if you know anything about me, you know the only 2

places in the world I love to be are on stage or in my garage! After being on the road for nearly 10 years in row with the exception of Christmas and to write and record a new record. this break however sudden was just

what the doctor ordered to get some good build time in. So, for the past few weeks I've been splitting my time between my shovel build and a buddy's 69 XLH. The'69 needs a lot of

love but is really cool, as it belonged to a prominent rider from Northern Cali, so it's kind of a lil piece of history that I get to resurrect and I figured what better way to learn about a different model than to just jump in with both feet. I gotta say so far so good!

Now back to Sturgis like I said I've played it 9 years in a row and the only thing I've seen is the Chip, I have never gotten a chance to sightsee or ride. Well, this year I said "why not?!" I've got the time off, all my buddies are gonna be there and having never been a spectator this is the best opportunity to do it all or do nothing but people watch... No schedule, no deadlines to meet... I gotta say I'm pretty stoked!!! I'm sure some of you are saying "been there done that." Well, for me it's like being in a candy store and never getting to taste anything! I've been wrenching and getting more excited with each passing day about my trip.

With all this time off I've decided to try another new thing and I've jumped head first into Tig welding. I have to admit man was I wrong about it, it's much harder than it seems. I've watched some of the best do it and they make it look so easy, damn near worn out my lap top watching instructional videos, but I gotta say I'm completely hooked. It's something I've wanted to do for a very long time and only a week into it I'm starting to lay some beads that aren't too bad. I know just like drumming that it doesn't happen overnight, and this too will take time and lots of patience. But then again so do all things that are worth working for. There's a kinda

> ZEN process to it in that you've got to relax, take your time and breathe through it, so in a way it's calming to the soul. And like people before me I've made some horrid mistakes but that's how you learn, this isn't taught in a book it's a hands on thing and that's what I dig about it! Besides vou'll vourself save money in fab and labor hours in the long run. Well my friends I hope the road is kind to you

and I wish you safe and happy riding.. As Always..X.



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etting ready for the big day, and by that I mean the wedding after Sturgis, We have made plans to take off on a three week tour of the United States. This will serve as

both the official honeymoon and also a much needed perspective adjustment for both Heather and I. About a week into the planning stages I came to realize that the Black Pearl, my 2003 Ultra Classic, may not be in the best shape to do three weeks on the open road. She sits at about 150,000 miles and if I'm being honest, I have really been neglectful for the last few years since I've had my '49 Pan on the road. We decided that rather than retire the old girl that we would spend a few bucks and bring her back up to snuff. After all, she is the bike that built this magazine and to let her sit in the back of the garage just wouldn't seem right.

So we started off with the easy things, wheel bearings, new brakes and tires, all the fluids, rewire some of the damage from the flaming burnout, but the issue that loomed over my head was the tappets. I'd been hearing a noise in the valve train for quite some time now and since the Pearl has an S&S 111 inch engine in her, I decided to ask their advice. At S&S, it turns out, they recommend that the tappets in one of their motors get changed every 20,000 miles. Now I will admit that of all the engines in the Harley catalogue, the Twin Cam is the one I have the least experience with, but I had no idea that the lifters would need changed like this. S&S tech states that since their cams have such high lift, they would rather see them changed regularly. So, having had these same tappets in for some 60,000 miles now, I am way over due. I guess now is as good a time as any.



We start off with general disassembly of the regular stuff: Floorboards, Pipes...



Next we start to remove the pushrods. First by removing the locking top section and then we hold the bottom portion up out of the way with small bungie cords. Avaialable at your local hardware store.



Two 7/16 inch wrenches do the next step and we use them to collapse the adjustment on the end of the pushrods so we can slip them out.



Normally you would keep all the parts in order, and by that I mean front exhaust pushrod, tube and lifter all together to keep the wear patterns going the same. Since we are changing the lifters, there really is no need.



Four allen bolts later and the tappet cover pops right off. Unlike the older tappet bodies, the Twin Cam tappet bodies are built into the engine case.



The tappets slide right out, now again, if you are just inspecting keep track of which tappet comes out of which hole and the direction the oil hole is pointed on each. Upon inspection you can see some pitting on the wheels of my tappets, they were definitely in need of replacing.



Once the tappet cavities are cleaned out

we use a small amount of engine assembly lube on both the tappet body and the tappet cavity. One at a time we slide them in, keeping the oil hole in the same direction...Superstition I guess.



Here you can see the two new tappets in place with the lock that gets installed behind them once they are in the cavity.



James Gasket makes a nice kit for doing this job. #JGI-11293-K It comes with both gaskets, all the o-rings for the pushrod tubes and even new allen bolts and washers for reinstalling the tappet covers.



Personally I start any job that has to do with assembling engine parts by cleaning everything. Jim from Mega-Flo beat the idea in my head early on that cleanliness is next to godliness.



You may need to use a pic tool to get the o-rings out of the cylinder heads before reassembly.



With both gasket surfaces clean we ready the gasket and new hardware as we install it. The allen bolts gets final torque of 110 inch pounds.



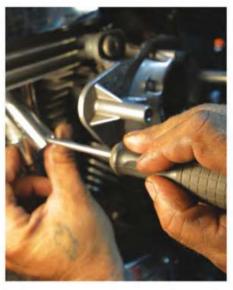
Since I have common length S&S Adjustable pushrods and S&S Tappet Covers I can install the covers and pushrods independent. I first rebuild the tubes with a light coat of oil on the new o-rings, reassemble the adjustable pushrods and slide them into place, one at a time.



With the spark plugs out we use a half inch breaker bar to turn the motor over until the tappets of the cylinder we are working on are both at their lowest point. Now comes the part that most guys don't like to get into, the adjustment. It's basically the same as the old days of TDC and feel the spin, like the old pans & shovels. The only difference now is that the thread pitch has been figured into the equation making it easier to have an absolute starting point. Let me explain a little better in the next step.



With the exhaust pushrod sitting in the end of the rocker arm up in the head, screw out the bottom of the adjustment just until the end touches the tappet cup. From that point you continue to turn the adjuster and compress the hydraulic unit 4 complete turns (24 flats) and tighten the lock nut. From here you allow 20 minutes for the lifter to bleed down before you adjust the intake pushrod. When finished the pushrods must spin freely with your fingers.



From here all that's left is to put the locking portion at the top of the pushrod tube back in, button up any other removed parts and fire the bike up to see if there are any leaks. Remember that when you first start the bike the oil has yet to make it back into the tappet cavities so they will be loud for a minute. They are also running without lubrication so stay off the throttle. As the oil comes around they should quiet down, if not shut it down and trouble shoot.

One way to avoid this, as told to me by Daniel from Pandemonium, is to prime the oil system by cranking the engine with no plugs in the bike. This would crank at like 30 rpm rather than the 1200 of idle. If you watch the oild pressure light as you turn it over it will go out. Shut the bike off and repeat this step a few times until the system is primed and good to go.

Our work yielded the results I was looking for, the bike is running great, the valve train is far more quiet and better than all that, I now have piece of mind. That last thing you want with a several thousand mile trip is one thing eating at your mind. Now a lot of you might bock at the idea of swapping tappets frequently since they are a \$300 item, but look at it like this, if I hadn't got as lucky with these as I did and the bearings in the wheels came apart it would have destroyed my cases. Better off to set this up as regular maintenance every 20 or 30 thousand for a few hundred bucks than to waste a set of cases. Thanks to Bruce and the guys from S&S with the help on old Pearl again before another big trip. Stay tuned for pics and stories from our Honeymoon Run!



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# INTES HE GAVE HIMSELF 62 October 15 CYCLE SOURCE



ichael Ayersman, the owner/builder of the bike on these pages, is no stranger to building things with his hands. A quick glance of his Bookface page will show some amazing tube buggies, Jeeps, and even a monster truck that he and

his brother have been putting together. When it comes to motorcycles Michael was no stranger there either. He had ridden sport bikes for a few years before deciding he wanted to try his hand at building his own ride.

While searching for a good candidate to use as a starter for his build Michael came across a Craigslist add for an unfinished Sportster project. A call to the owner revealed that the project came with a list of parts including a Led Sled hard tail, oil tank, fender, battery box, and exhaust. A deal was struck and Michael traded a Jeep he had for the project.



Michael enlisted the help of his friend Bob Streets to get the project started. Some frame tweaking was required to get the Led Sled hard tail welded up, but after that things were pretty smooth.

With the hard tail taken care of Michael mounted up the original forks and hung the freshly powder coated mag wheels from the front and rear. The engine was then cleaned and painted and put in place bone stock, no sense in messing with a good running Evo Sportster mill.

The Led Sled fender and oil tank were mocked up along with the stock Sporty gas tank before being handed off to Bob Streets for another one of his incredible paint jobs. Bob had his hands on half the entrants in this year's Sportster Challenge and pictures just don't do his work justice.

With everything coming together it was time for some electrical

work. Michael decided to make his own headlight. Using two pistons he built one of the most unique headlights I've ever seen. With all that done a set of Speed Dealer pegs were added along with GMA clutch and brake controls.

With everything together Michael actually got to do some shake down runs unlike some of us (HaHa). Everything was working great and Michael headed to the Big Mountain Run and the first ever Sportster Challenge.

Now Michael didn't build this bike to show, he built it to ride. Ride it is exactly what he did, putting miles on it with the BMR Gypsy Tour and riding from the Sportster Challenge Kick Off Party to the BMR grounds. Once at BMR Michael put his build through its paces in the bike games and putting on a pretty impressive smoke show in the Metzler Tire Burn Out Contest.

In the end Michael was awarded



#### BASKET CASE TECH SHEET

OWNER: Michael Ayersman CITY: Rowlesburg, WV

FABRICATION BY: Michael Ayersman

YEAR: 1996 MODEL: Sportster TIME: 6 Months WALUE: Pricelss

#### ENGINE

YEAR: 1996

MODEL: 1200 Sportster BUILDER: Harley-Davidson

IGNITION: Stock DISPLACEMENT: Stock PISTONS: Stock HEADS: Stock CAM(S): Stock CARB: Stock AIR CLEANER: Stock

EXHAUST: Led Sled Half Trun

PRIMARY: Stock

#### TRANSMISSION

YEAR: 1996

MAKE: Harely Davidson Sportster

SHIFTING: 5 Speed

#### FRAME

YEAR: 1996

MAKE: HD W/ Weld On Rear Led Sled

RAKE: Stock STRETCH: 4"

#### FORKS

TYPE: Adjustable BUILDER: Frank EXTENSION: TRIPLE TREES: Stock

#### WHEELS

FRONT WHEEL: Stock Mag

SIZE: 19"

FRONT TIRE: 100/90/19 FRONT BRAKE: Stock REAR WHEEL: Mag SIZE: 16" REAR TIRE: 130/90/16 REAR BRAKE: Stock

#### PAINT

PAINTER: Bob Streets COLOR: Silver GRAPHICS: None CHROMING: None MOLDING: None

#### **ACCESSORIES**

BARS: 14" Apes RISERS: 1 1/2"

HAND CONTROLS: Internal Throttle, GMA

GAS TANK(S): Peanut Tant FRONT FENDER: None REAR FENDER: Led Sled

SEAT: Smack, Jack And Wack FOOT CONTROLS: Speed Dealer Pegs MIRRORS: None

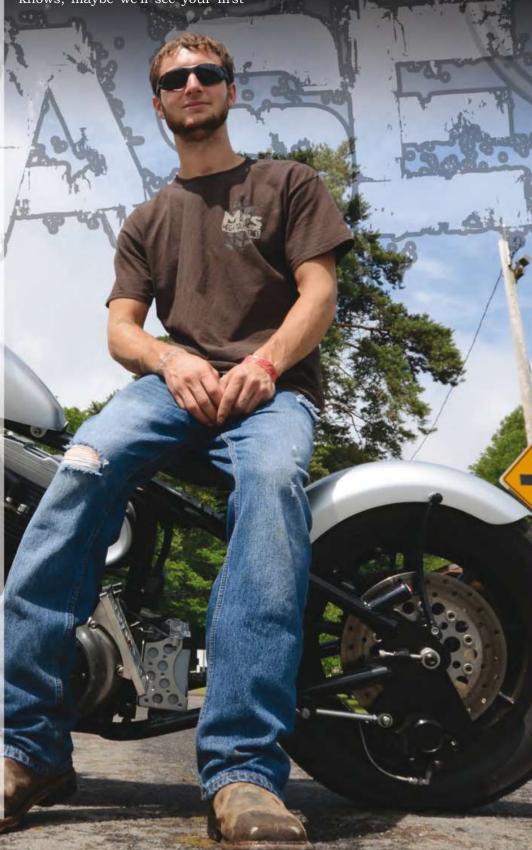
OIL TANK: Led Sled HEADLIGHT: Michael Ayersman TAILLIGHT: Michael Ayersman SPEEDO: None

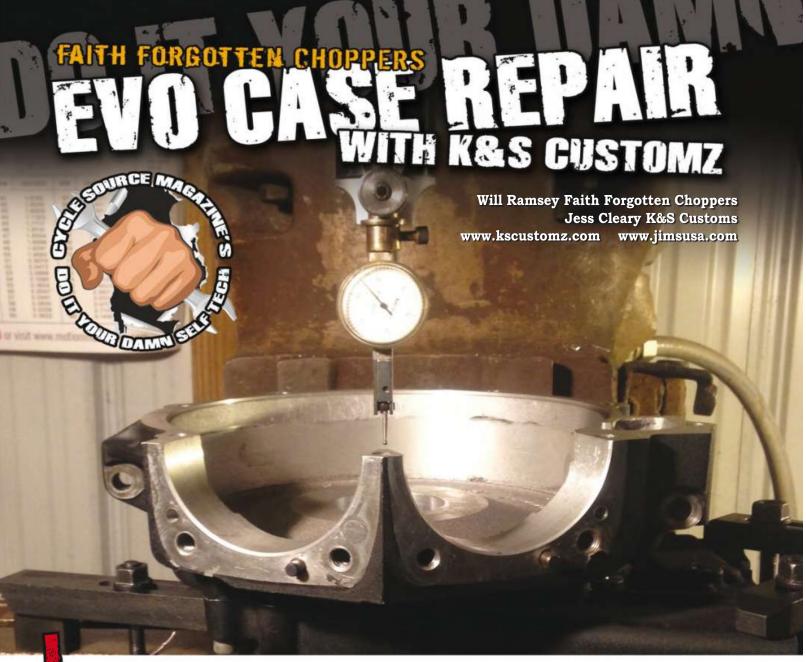
PHOTOGRAPHER: Chris Callen

with a trophy for his build and became infected with the bike building bug. He's already looking for the start of his next build. Just goes to show you that your first build can be a show winner and a rider just like Michaels. Who knows, maybe we'll see your first

build at next year's BMR. second thought I wouldn't bother, BMR it's really not that great.

CACTEZONUCE





ess Cleary from K&S Customz in Louisville KY has built every motor that finds its way into a Faith Forgotten Chopper. His work ethic and attention to detail compliments my philosophy so it was only fitting that we would end up working together in the same town. This month I took a little field trip to K&S Customz to see what Jess was up to and dig up a good motor based tech article. He just happened to have an evo in house that was in need of a serious repair; a damaged left side crank case bearing bore. I let Jess explain the details of this repair:

"The situation is all too common, a customer brings in an EVO engine to get the bottom end freshened up, but when we tear it down, we see a common, but expensive problem. It's a design flaw with the later EVO's left crankcase, specifically the sprocket shaft Timken bearing bore. It seems that Harley had experienced a problem with the steel insert that was cast into the shovels and early EVO's, so in the later generation EVO engines, they just removed the steel insert entirely. This fixed the problem of the steel insert coming loose, but created its own set of problems. It's not uncommon to see a left side crankcase

with the bearing bore worn out, that steel bearing race just frets away at the aluminum case until it's a loose fit. At this point most people just bite the bullet and replace the whole crankcase, but there is another option.



First the crankcase is indicated to the mill. This must be performed precisely to insure a quality repair. Precise placement of this insert will ensure the alignment of both main bearings. Alignment of the main bearing bores is critical. If not done correctly, you will be unable to properly line lap the two case halves, rendering the cases unusable.



Next the cases are bored to accept a steel sleeve made by JIMS Manufacturing. The bore is stepped to match the insert.



This sleeve was intended to install the strong Timken bearing in the newer twin cam cases, as a performance upgrade, but it is very useful in saving these old EVO cases.



Next the sleeve is pressed into the case, using a piloted press plug. Since the supplied press plug is for a Twin Cam



we have to make our own plug on the lathe. This keeps the sleeve straight in the bore while it is being installed and prevents damage to the bore during installation.



The case is placed back in the mill to drill and tap for the counter sunk screws that retain the flange to the case. The screws are installed with the supplied locktight from JIMS manufacturing



When finished, it should look something like this. All that's left to do now is set up the Timken bearing end play, line lap your pinion race, and reassemble the engine as usual. Sometimes the answer to a complex problem can be as simple as thinking outside the box with the use of an existing part, no need to reinvent the wheel. This TwinCam bearing insert does a fine job of repairing worn EVO cases, and saved our customer a ton of money, hmmm maybe now he can afford some performance upgrades..."

This tech is a great example of problem solving and precision work to save both money and original parts. Keep an eye out for more innovative motor tech from K&S Customz in the future.

#### cyclesburce







the market for motorcycel riders. What more. Hope this helps your next ride!

n a time where most everythign we do we found were a bunch that gave us quick is connected to a smart phone or tablet access to ride info, trip planning, First Aid in some way, it occured to us that and entertainment. These were just the first there had to be a ton of cool apps on batch that we found but there are plenty



#### EATSLEEPRIDE- \$0.99. AVAILABLE FOR APPLE

This app helps you set up routes, track your ride, right down to the elevation and tilt of your bike. You can also meet up with fellow riders and share the info throughout your group. Along with this amazing app, within it is an app called CrashLight®, which is an inapp purchase and helps you when you need it by automatically notifying pre-set contacts in the event of a crash. This is a must-have app for all riders!

#### REVER- FREE. AVAILABLE FOR ANDROID AND APPLE

One of the best apps for riding. With Rever, you can ride, track and share all of your ride information with the touch of a button.











#### H-D RIDE PLANNER- FREE. AVAILABLE FOR ANDROID AND APPLE

Starting on your desktop, you can build your own route, plan stops and more!! When you're done, just transfer it to the app and hit the road! This app lets you find local H-D® Dealers, motorcycle events, gas stations, and other POI along the way!

#### PURE GAS- FREE. AVAILABLE FOR ANDROID AND APPLE

Pure Gas simple app based off the website pure-gas.org. It give you a list of 100 ethanolfree gas stations in your area and the cheapest prices. Just click on the one you want and the directions are there!













#### RAIN ALARM- FREE. AVAILABLE FOR ANDROID AND APPLE

This app gives you a real time radar, showing approaching weather (i.e, rain, wind, snow) using push notifications and displays the radar from weather services around the world.

#### BIC RADIO- FREE. AVAILABLE FOR ANDROID AND APPLE

Join your host and good friend to our Editor, 'Goodtime Charlie' Brechtel, who gives the low down on all things motorcycle. This app includes live rally coverage anywhere from Sturgis to Moscow plus music, industry news, live interviews, guest DJs and more!







JUS HAMO

Article By: Killer



#### BEST BIKING ROADS-\$3,99, AVAILABLE FOR APPLE



This neat little app shows you the best biking roads, not only in your area, but across the country! It also gives you various routes and ratings from others who have ridden the roads.



Now tracking your ride is so much easier!! This little app from Allstate lets you track miles, routes, maintenance items, and share it all with your social networks, even if you're not an Allstate customer.









#### EAGLERIDER- FREE. AVAILABLE FOR APPLE

Plan your next trip and shop for the latest and greatest in motorcycles, parts and apparel with this handy app from Eagle Rider.



#### POCKET CPR (AMERICAN HEART ASSOCIATION)- FREE. AVAILABLE FOR APPLE

This app is a must for everyone, whether you're riding on your bike or just hanging out with friends. It shows you proper CPR techniques and other necessary first aid procedures, which always come in handy.











#### MOTORCYCLIST READER- FREE. AVAILABLE FOR ANDROID AND APPLE

Stay in the loop and up to date with the latest happenings in the Industry. This app gives you everything from breaking news to daily updates and pictures.

#### WRIST TWISTERS- FREE. AVAILABLE FOR ANDROID AND APPLE

Wrist Twisters is the community's leading "naked" bike forum, with discussions about a wide variety of topics, including street bikes, touring bikes, etc.

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here are certain moments in a motorcycle trip that will stick with a person forever. Most of these moments are a once in a lifetime opportunity, but a few of these moments can be recreated.

For me, one of these moments is silence. Yes, silence. In a sport such as motorcycling where the majority of your time is spent at a decibel level considered unhealthy by virtually all audiologists, I would imagine that you find it surprising (or hard) to hear this.

Hours upon hours of wind howling through your ears and the defining sound of open exhaust pipes are all mere preparation for the moment I cherish the most.

As the chaos reaches a crescendo and my destination is in sight, I step on the clutch, glide to a stop and reach for the chrome plated toggle switch tucked nicely under my fuel tank. And just like that, with a simple flick of the finger, my world goes silent. The wind has gone still, my motor relaxes and everything is peaceful.

I had one of these moments this



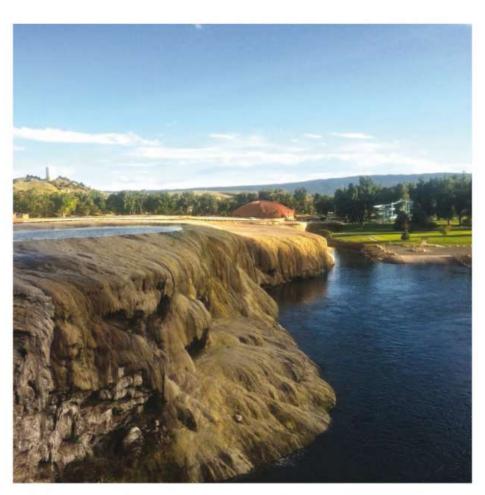
past weekend. For three days I blasted the interstate 2,000 miles from New Jersey to Buffalo, Wyoming after retrieving my motorcycle from the hands of U.S. Customs, following

my recent trip around Europe. The idea was to reach Buffalo by Friday afternoon to meet with my comrades Justin and Pat for a day of exploring the picturesque roads of the Big Horn

National Forest, located in north central Wyoming, near the Montana border. Though this region may be relatively unknown and respectively small, it proved to be everything I had hoped for. Wyoming to me is one of those underappreciated states that often gets written off as being nothing more than a barren wasteland, no point in being there unless you have 1,000 head of cattle. In some ways, and in some areas, this may be true. But, if you enjoy miles upon miles of traffic free

roads lined with diverse landscapes ranging from craggy mountain peaks to endless grassy rolling hills, you might want to give it a second look. Specifically, look at road 14A between Dayton and Lovell. 14A is one of the more impressive roads I've ridden in the United States. Gentle, banked bends guide you and your machine over green grassy hills and unexpected rocky outcroppings revealing majestic views that literally go on as far as the eye can see. The feeling of being on top of the world washes over you as pull into the scenic turnout, reach for that chrome plated toggle switch, flick your grimy finger...and there it is. The silence. The world is calm, the view is breathtaking, and you revel in the natural beauty. Nothing around for miles, the only movement is from cattle grazing on fresh grass and the random Belgium tourist (to my dismay, he carried neither Frites nor chocolate). These are the moments to cherish, these are the moments that define why we travel by motorcycle.

Once you have taken your fair share of I-Phone pics, I encourage you to retrace your steps from Lovell, east bound on 14A, to southbound Route 14. Route 14 plummets 4,600 feet in a mere 18 miles with a grand exit onto the plains by way of an impressive red rock canyon that will leave you with a sore neck from all the looking around you will surely be doing. Watch the







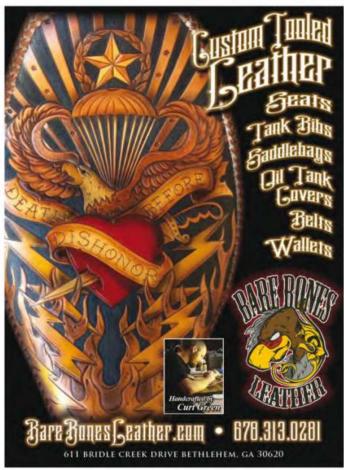




road though, a few of those turns will sneak up on you. Need a way to finish your day and heal that sore neck? Keep the needle of the compass on the S until you reach Thermopolis. This little town claims to host the world's largest mineral hot springs. I haven't done my research to verify this claim, but regardless, it will not leave you disappointed. For a cool \$12 you can soak in the warm mineral water, reflect on your day and start planning your next adventure. But, before you do any of that, I highly encourage you to channel your inner child and take a ride down the unassuming water slide, I promise you won't leave disappointed.

So go, now, open that dusty map of yours and start exploring these great American back roads, you might be surprised by what you find, the people you meet and learn a bit about yourself along the way. Fire up that noisy motorcycle and find the silence.

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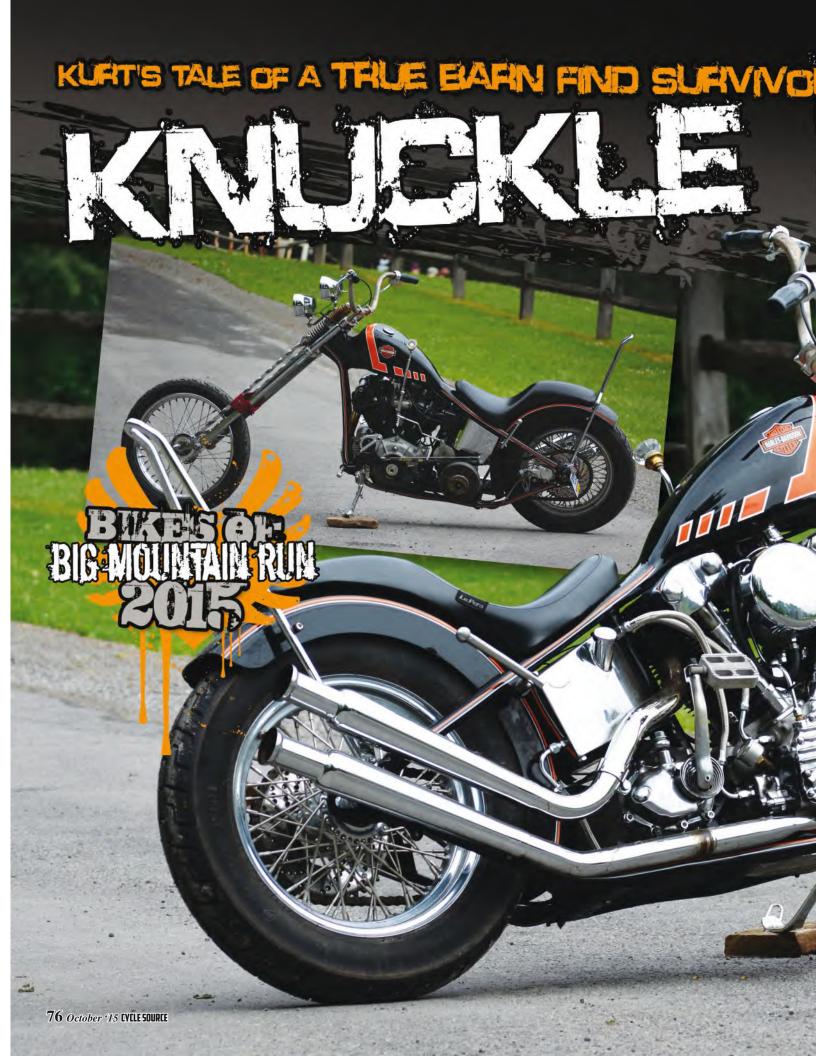














which we lust after, but sometimes the fire dwindles to low coals and needs a little gasoline to get roaring again. Such was the case here, life got in the way of living a bit, Kurt took a big money high stress job that left him away from home alot, and the knuckle languished in his shop for some time

Then as some will know, the 7 year itch had hit, the project had sat long enough the big job wasn't as important as time with family and friends, and motorcycles. A phone call from Blake Ross the owner of the bike before Kurt was the tinder and flame to kick this survivor back to a roaring bonfire. It was Blake poking Kurt with questions

about selling the bike back that truly moved the fire under Kurt's ass, and it was on like Donkey Kong. Kurt had crossed paths with Terry Summers from Pinch Gut Holler Bobs and Customs and knew that this motor guru was the only choice for the rebuild of his knuckle. After the rebuild was done it was time for rebirth, Terry wanted to help with that in a more supervisory role as Kurt wanted to get dirty and be more than just a bystander. As I mentioned this machine was a survivor, the paint, chrome and finish was all good when it was put away so just needed a cleaning and it was good to go. Only a few minor changes where needed, in particular the narrow glide was replaced with a more







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or several weeks Charlie and I had been touring Colorado together. When the weather changed to a constant cold with frequent rain we set a course on southbound interstate-25. The idea was to move quickly and directly south until the weather warmed to a comfortable temp. Then we would grab some back roads and enjoy a slow and easy ride south and east. More often than not the object of my travels is almost always is to take the best action possible to insure the greatest level of pleasure attainable from my ride. And that is exactly what we did. After attending the Bikes Blues & BBQs rally in Arkansas and visiting old friends there, I planned to mosey towards New Orleans to roof B.B.'s house and enjoy the city for a while. As for Charley...well...he hadn't yet decided when he'd turn home for Hutchinson, Kansas.

Evening was setting in as we traveled a freeway frontage road just south of Pueblo in search of private country land on which to stay the night. From the right I could hear sounds of the freeway elevated some

15 feet above us, while to the left we both eyed an open field that led off to groups of trees in the distance. Thinking I'd spotted a dirt road in, I slowed quickly to make the turn. And that's when it happened...

After a crash of metal Betsy's right side hit the pavement and almost instantly I was laying on the ground a short distance from the motorcycle. Charlie had rearended me. Looking up I saw both bikes on their side. Oil gushed from Betsy's upturned oil tank. In the grass, where he'd landed, Charlie crouched on hands and knees beside his sprawled out bike screaming in pain. After quickly checking my own body it became clear that I'd received only minor road-rash and torn up jeans. After seeing that his blood was not gushing nor did it look like Charlie had any compound fractures. I tried in vain to work the oil plug back into Betsy's tank. I knew if we determined that we could ride again, Betsy would get nowhere without oil. But the oil simply would not stop flowing and there was no choice but to give up.

Then a woman pulled over to the side

of the road and asked if she should call the cops for us. Before I could answer, the phone was in her ear. I turned to Charlie, who now stood waving at me to stop her. I told her we had cell phones and would make that call ourselves if necessary. She didn't argue at all, said okay and left.

Wanting no more trouble like that, my first concern was to get both bikes upright and off the road. Because Charlie was hurt, I did most of the lifting and before long the bikes sat in the dirt turnout. When I was thrown from the motorcycles my tour pack split open like an eggshell, and our equipment lay scattered across the road. My next order of business was to get that stuff cleaned up. I, moved quickly to the job. Now that we almost looked like just two guys that were parked in a turnout, I turned my attention to Charlie. Lifting his shirt I found only minimal road-rash. Charlie's injuries seemed to be internal. I asked if he needed an ambulance but was told no. We'd just wait a while and see. But one thing was for sure: at this time Charlie could not ride. It was near sunset now so, with no real choice, I declared

that camp would be made right here in the turnout. We'd just have to take our chances with the cops.

Next came the job of setting up camp, which fell mostly on my shoulders since Charlie could hardly move. Later, from the sanctity of my tent, I listened to his almost screaming groans and repeatedly asked if he wanted an ambulance. He continued

to say no-We'd just wait and see. While I was setting up camp I checked him repeatedly. There was no swelling, he wasn't spitting up blood and he said his piss was clear (no blood in it). I also checked his body for signs of the bumps left by escaping air from a punctured lung. There were none. Although slight road-rash grazed his melon, there was no real head injury. If he'd been slurring words or acting funky I'd have called an ambulance even against his wishes. But he wasn't. Doctors can do little or nothing for cracked or broken ribs and if there was no internal injury they were of no use to us anyway. Since he's a grown man this decision was not mine to make, I just let it ride.

Once Charlie had fallen asleep the groaning stopped and I wondered if he'd died. I figured I'd find out in the morning so I went to sleep too.

Surprisingly, by morning Charlie was looking a lot better. Whether he could ride or not was still in question, but the possibilities seemed good. So we sat, drank coffee, ate, and talked about our options.

Charlie is an accomplished rider. I've seen it. And although it was he who hit me from behind I knew this was purely an accident. Years ago I rear-ended a car in the exact same way. I had been looking to the left, and the car if front of me stopped suddenly. All accomplished riders screw up occasionally. Most often it amounts to nothing, but this was not one of those times. Michelle, who's traveled with me

many time over the years, would later remind me that while looking for a spot to make camp I often drive erratically, making quick stops and sudden turns. Early on she'd been a new rider and hung way back out of sheer paranoia. She said that in this case Charlie's experience and confidence had screwed us. From that day on, when seeking a spot to make home, I'd







be sure to warn anyone riding with me in advance.

Feeling terrible, Charlie was beating himself up profusely and swore that anything I needed would be paid for. I knew he didn't have much money so, after a little thought, I said, "Why don't I hit your insurance company and see if they'll pay enough to fix our bikes?" We both do our own wrenching anyway and would ultimately end up repairing these bikes for cheap. He agreed. Since neither of us had ever made an insurance claim before, I called an experienced friend and asked what to do. I dialed the insurance company and did exactly as instructed. Because Charlie admitted fault the rep said there was no need for a police report. What a break.

Next it was time to decide how we were gonna get out of this turnout. Fortunately

for us, no one including cops had stopped to question why there were two bikes, tents, and beat up dudes in the roadside turnout. First we rolled our sleeping equipment up and I took the tents down because Charlie was still having a hard time moving. When we finished, the place no longer looked like a campground. Next our attention was turned to the

motorcycles. While Charlie's had a slightly a broken fairing and needed only a small helping of duct tape to be road worthy again, Betsy was in much worse condition. Both bars that wrap around the right saddlebag were ripped from the rear crash-bar and now stuck straight up in the air. After unloading tools I grabbed a wrench and removed them. That saddlebag would not be reparable but for now a liberal helping of gorilla tape would suffice. And although the mounting hardware that held the saddlebag to the bike was badly twisted, I was able to add a rag and some duct tape to it and then deemed it capable of holding temporarily. The tour-pack required more tape and, with all latches hopelessly destroyed, the lids would be held on using rope and bungee-cord. The blinker-bar was rear

broken, but that could wait. The front crash-bar was bent and both right side highway pegs had been smashed inward. Charlie and I loosened them and then moved them back to a place where they could be somewhat useful. When finished, both bikes were again at least temporarily roadworthy. But Betsy needed oil now—as was clearly evident by the big blood stain she'd left in the street.

Although the prospect was looking doable, Charlie was still hurting bad and it was unclear if he could ride. I wondered what he'd feel like by evening or tomorrow morning because these things usually feel worse later. Anyway, it was decided I'd take his bike into town to get oil. Then, once on the move again, I'd follow to see if he rode okay. But strangely enough, and knowing there was little choice but to ride, Charlie started his bike and, before I



could say anything, took off for town. Oh well, I thought, What can you do? I took this opportunity to call Randy White, who owns the Sturgis Motorcycle Parts Swap Meet. He is a personal friend of mine, and lives on a big farm in Kansas some distance east of our present location. Randy told me he'd be home in two days and we were welcome to come stay as long as we liked, lick our wounds, and fix our bikes at his place. He even offered to pick us and our bikes up if necessary; even though it would cost him a few hundred miles and I knew he didn't really want to



want do it. I said we'd see him in a few days then hung up. It was a 300 mile ride.

Once Betsy's oil tank was again full, Charlie and I mounted up and headed out. It was 11:00am. Off the interstate and on back roads now, the day passed uneventfully-even though it was obvious Charlie was enduring great deal of pain on this ride. When evening came we set camp in an abandoned barn that rested on the barren plains in the middle of mid-America- nowhere.

By morning however, Charlie's attitude

had changed and he told me that he could no longer ride. Charlie asked me to leave him there. Anyone who's been around a while knows, old biker code deems that one never leaves another behind. So I argued that I'd stay another night and we'd see what the following morning brought. (But) As we talked it became apparent to me that Charlie wished to be left alone to sort through his own thoughts for a while. He wanted time to decide whether to return home now, or catch up with me on Randy's farm. Both destinations were in the same direction anyway. I finally agreed to leave. We both had cell phones (anyway) and if he had real trouble I knew I'd get a call. Before going, (though), I rode to the nearest little town to stock Charlie up on water, food, and anything else he asked for.

By 11:00am I was gone. The weather was beautiful that day on the lonely little two lane highway that led across the golden prairie-sea that is the Midwestern plains. I settled deeper into the saddle and wondered what would happen next.

Little did I suspect that the bulk of this unfortunate adventure still lay ahead...

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We are living through very interesting times. Shit is changing fast, and our industry represents more than we can imagine. The custom industry innovators are trying new designs, vintage designs, bringing antique scooters back to life and in each case we represent the freedom to learn, to innovate, and to accomplish. It's like the pursuit of happiness, damnit. Let's hit the news.

### RACE OF GENTLEMEN, OCTOBER 2-4, 2015--LADIES AND GENTLEMEN, CHILDREN OF ALL AGES...

Join us to experience the greatest race on earth! The Race of Gentlemen is an automotive/motorcycle carnival celebrating American racing heritage. A true homage to automobile and motorcycle history, hosted by the Oilers CC/MC.

Spectators and racers alike will experience a simpler time of when guys were gentlemen and cars were king! Stultz & Green Productions will exhibit their hand-selected group of gentlemen, who will showcase their pre-war machines at the water's edge on the beach of Wildwood, New Jersey. Commonly referred to as TROG for short, the carefully curated event will give you a history lesson and an unforgettable weekend, all rolled into one.

Race fans, hold onto your seats

## THE WORKED E

while vintage motorcycles and automobiles battle it out on the shore against the rising tides for your viewing pleasure. Indian, Harley-Davidson, Excelsior, Ford, Dodge Brothers and more!

--Stultz and Green

**CVP NEWS**--Summer riding season is here. Make sure your Harley is running as cool as it looks! A simple oil change could make your next ride cooler.

Lucas engine oil does far more than just keep your Harley engine lubricated, it also cools. Aircooled engines rely on the engine oil to evenly distribute and assist in dissipating heat. Some models such as Twin Cams utilize a piston cooling jet that sprays pressurized oil under each piston for cooling.

Old or dirty oil can clog spray jets and passages, plus increase friction leading to overheating. Keeping your oil clean and changing it at regular intervals is critical to keeping your engine running cool and efficient.

Whether you choose synthetic oil or conventional oil, now is the perfect time for an oil change to get you through the heat of summer riding.

A quick oil and filter change could make the difference between a hot or cool ride this summer.

Read more tips and information on our CV Performance Blog.

### **BIKERS SHOW COMMUNITY**

**UNITY**, lending hand during service for Charleston shooting victim--CHARLESTON, S.C. (WCIV) -- When several motorcycle clubs like the Fearless Divas, the ThunderGuards and the Pavement Chasers roared into Charleston Sunday to show support for the nine people killed at Emanuel AME Church they had no idea some would be called to lend a helping hand.

The bikers organized the meeting on social media so they could come together from all over the East Coast to pay their respects and see the church for themselves.

"They gave their sacrifices we have to let their lives be something of worth," said Lorenzo Moore, a biker from Beaufort.

Together they raised more than \$3,000 for the nine families.

But then the bikers got a little surprise when six members of the Thunderguards were asked to hoist the casket of Myra Thompson into the church for the viewing Sunday evening. The bikers leapt in to action, grateful for the opportunity to help any way they could.

"If it's our turn next then we'll see Charleston, we'll see New York, we'll see Virginia, we'll see all those places come as everyone else did," said Tyrone McMillon of Beaufort. "We are glad to be here, glad to be a part of it to show our support

--from Rogue



**JIMS TOOL OF THE WEEK**-- JIMS No. 753 Mighty Bite Flywheel Lock.

This tool holds the Twin Cam flywheels in place when performing service work to the connecting rods or pistons with the cylinders off the engine. Just take out the crank position sensor and install JIMS® Mighty Bite into the case.

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**NEW FLORIDA LAW**, Ticket quota bans, speed traps curbs-- Senate Bill 264 makes it clear that local law-enforcement agencies cannot use ticket quotas.

Also, the law requires individual local governments to submit reports to the Florida Legislature if trafficticket revenues cover more than 33 percent of the costs of operating their police departments.

The proposal is a reaction to the speed trap that was nestled along U.S. 301 in the small North Florida city of Waldo.

Palm Bay Police Chief Mark Renkens said that, while "the Palm Bay Police Department is very concerned about traffic safety," the ticket quota measure does not concern his agency.

"While we expect our officers to conduct traffic enforcement, we do not have ticket quotas," Renkins said. "In fact, the majority of officers are sympathetic to the cost of a citation, and tend to give verbal warnings much more often than those who actually receive citations."

--from Rogue Bikernet Senior Tech Editor

### ANOTHER MARIJUANA BREAK-

-Miami-Dade commissioners voted Tuesday to let police treat marijuana possession the same way they do littering and loitering by issuing a civil citation with a \$100 fine that keeps the offense out of the criminal system.

"We have better things to do with our police resources," said Commissioner Sally Heyman, sponsor of the ordinance. "For goodness' sakes, we don't have to destroy the lives of so many."

The change in county code passed 10-3, marking a milestone in how Florida's largest local government treats marijuana offenses. The new ordinance gives police officers

the option of either charging pot possession as a criminal misdemeanor or as a civil offense — which brings a fine but no criminal record — for possession of 20 grams or less, enough for about three dozen joints.



ZIPPER'S CHAIN DRIVE CONVERSION KITS--We've taken the hassle of converting your late model belt driven H-D to chain drive. Whether you're interested in a different final drive ratio, added driveline strength or more clearance for a wider tire, these kits will make your life easier.

Kits are available with durable, high wearing RK Pro O-Ring chains (best for street use) or RK's brutally strong, non-o-ring DR (Drag Race) chains!?

Brass Balls Cycles' Build a Bike Kit Program Rolls Out Five Stages to Build a Custom Bike-- Darwin Motorcycles announced today that Brass Balls Cycles transitioned into the firm's Bike Kit division. Which means each Brass Balls Cycles is sourced by and built by the customer.

"Through our years of building custom/production award winning bobbers and choppers, we've learned which parts have superior engineering, fit and finish needed to build a high quality, safe and hassle free customs," explained Dar Holdsworth, Chief Designer & CEO.

Brass Balls Cycles' Build-a-Bike Kit is offered in Five separate phases. And the investment to start a build is just \$2,995. This allows enthusiasts to build their bike as their time and budget allows. Phase 1 provides a complete roller with frame, wheels, handlebars, front end and tires.

Visit our site: http:// BrassBallsCycles.com View Bike Kits: http://brassballscycles.com/bbc/ bikekits.aspx



BIKERNET HITS SUICIDE
MACHINE—We visited the crew
at Suicide Machine. They are all
about building flat track bikes out of
anything, and here's a shot of the flat
tracker they built using a new H-D

We will bring you more reports in the near future.

### PITBULL CASING ADDS \$1500 TO S&S CYCLE PROVEN PERFORMANCE NATIONALS

power plant.

PAYOUTS-- NITRO! NITRO! NITRO! If you're running nitro you need to be at Eddyville Raceway Park July 24 and 25! Pitbull Casing, courtesy of racer Paul Kelly, is adding \$1500 to the already guaranteed payouts at the WMDRA's inaugural S&S Cycle Proven Performance Nationals. One Thousand Dollars will be added to Top Fuel for \$6000 to win, and an additional \$500 will be added to Pro



### THE CYCLE SOURCE WORLD REPORT - POWERED BY BIKERNET.COM

Fuel for \$3500 to win...

Total payouts for the event exceed \$26,000! "Wow! We can't thank Pitbull Casing enough for supporting our sport and we can't wait to see the intense competition for some of the biggest fuel purses of the season," says WMDRA President Sandra Alberti. Pitbull Casing (www. pitbullcasing.com) is trusted by many in the oil & gas industry for its dedication to providing professional torque-turn monitoring services combined with superior customer service.

Through this dedication it has allowed numerous companies to stav within project budget and reduce downtime. Pitbull Casing has quickly become the most reliable torque-turn company in North Dakota providing state of the art services along with exceptional quality.



JIMS NEWS: Sponsor Profile Kade Gates FXR Stunt Rider--Being sponsored by JIMS is no small thing to an up and coming, very talented Harley stunt rider by the name of Kade Gates.

Its not often that you'll see an FXR rider grind his taillight down to a nub, or even more dramatic, rip it off during the course of a riding session. But in the world of the Unknown Industries riders, of which Kade is a member, it's simply not a session "well -done", if something along those lines doesn't occur.

Motor mounts, suspension pieces, riders like Kade, one of the reasons

that he's chosen to work with JIMS for his engine needs.

Working closely with Greg, son of JIMS founder, Jim, Kade is having a fire breathing JIMS 120, wheelie monster motor, hand built by Greg and his team of HP alchemists.

With his distinctive FXR, painted by Schultz Designz, Kade is a sight to behold when he's on the job, peeling the skin off of his tires, the job made easier by this new JIMS motor.

Stay tuned for more wheel-spinning, front tire in the sky madness from the Kade Gates & JIMS collaboration.

Interested in becoming a JIMS sponsored rider? Download our Sponsorship Application



LOWBROW PRODUCT OF THE **MONTH**--Heavy Duty Motor Stands Make Rebuilding your Twin Cam or Triumph A Breeze.

Adding to their existing line of heavy-duty engine stands, Lowbrow Customs just released designs for the Harley-Davidson Twin Cam A, Twin Cam B, and Unit Triumph motorcycle

The heavy gauge steel construction and durable black powder coat make Lowbrow Motor Stands simple to use and stand up to use and abuse for professional shops and the home tinkerer alike.

Perfect for cradling your motor for a rebuild or whilst you work on your trusty steed. The engraved aluminum machine tag keeps your stands sorted. Proudly made in Ohio, U.S.A.

Twin Cam A Motor Stand ('99-'15 Twin Cam 'A' Motors), SKU 004369,

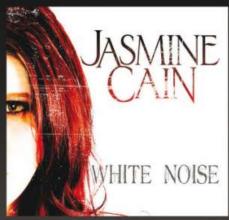
Twin Cam B Motor Stand ('00-'15 Twin Cam 'B' Motors), SKU 004370, \$69.95

Triumph Motor Stand (All 650 / 750 c.c. Unit Triumphs), SKU 004371,

Available worldwide, 24/7 via www. lowbrowcustoms.com or call toll-free 1-855-456-9276



**BILLY LANE RESTORES A RARE BRADLEY**—Billy recently finished this bike which was purchased by the Bikernet Officially Certified Antique Curator, who is hiding in Pasadena, California.



WHITE NOISE COMES TO

BIKERNET--Jasmine Cain's new album, "White Noise" to be released July 2015! Are you listening?

The cat is out of the bag! Jasmine Cain has announced that she and the band will be officially releasing their new album, "White Noise" independently on July 24, 2015. The band spent the entire winter season confined to the studio in order to perfect their newest creation. Working closely with producers Mills Logan (Taylor Swift, Toby Keith, Luke Bryan) and Lincoln Parish (Cage the Elephant), Jasmine is ready to reveal her newest creation to the world.

This album is the best one I've time to plan every note, every punch,

### THE CYCLE SOURCE WORLD REPORT - POWERED BY BIKERNET.COM



every break, and every word to make sure they are the best songs they can possibly be".

White Noise was recorded at the famous Nashville studio, The Sound Emporium with additional tracking at The Mixing Mill in Nashville. The first single, "Break Even" will begin radio promotions in early July 2015

and you can expect a music video to soon follow. For the first time ever in her career, Jasmine has decided to release "White Noise" on vinyl as well! Only a small number will be offered as collector items and will be signed and numbered as well.

For Information on all Jasmine Cain albums and a list of tour dates for

2015, please log on to http://www.jasminecain.com/

THAT'S A WRAP—If you can't get enough of this news, you can grab a weekly fix on Bikernet.com. If you've had the pleasure of enjoying open roads to Sturgis or any rally this summer, I hope you had a blast, safe roads, limited breakdowns, and brotherhood in every town.

Ride Free, Forever, --Bandit

### CYCLESOURCE





### cycledurce AN ENGINES & HOP UPS BUYER'S GUIDE



### KIWI INDIAN 84" FLATHEAD ENGINES

So you have become tired of the same old underperforming, unreliable and far too common Harley engines, well never fear as Kiwi is here. Step right up into the the big leagues with their 84" Flathead engine that's the cream of the crop. Couple it up to their 4 speed overdrive transmission and all your Harley mates will be just a blur in your review mirror. Kiwi Indian Motorcycles Inc, Riverside SoCal www.KiwiIndian.com



### JIMS 135" RACE ENGINE

JIMS® 135" Twin Cam Race Engine is manufactured by JIMS in cooperation with Harley-Davidson to bring you a true Twin Cam engine. We start with cases that are 1/4"-1/2" thicker than stock to handle the 4-5/16" bore cylinders. The cases have enough material to support up to 4.8" bore cylinders and feature a Timken sprocket shaft bearing. The flywheel is 4-5/8" stroke, welded, trued, and balanced to give this engine a solid foundation. Add CNC ported heads, .658" lift cams, billet cam plate with hydraulic tensioners, and high volume oil pump along with JIMS® roller rockers and tappets to make a reliable 136 horsepower and 135 foot pounds of torque. Actual numbers may vary due to choice of intake, exhaust system, and tuning. These engines can be ordered through any Authorized Harley-Davidson dealer with a variety of finish options. Wake up your bike and take it to the track with confidence that only JIMS and Harley-Davidson can offer. For more info, contact HYPERLINK "mailto:sales@jimsusa. com" sales@jimsusa.com, call (805) 482-6913, or visit us on the web at www.jimsusa.com

### R&R CYCLES 124" LONG AND SHORT BLOCKS

R&R Cycles offers the 124" T.C. engines in two forms. The Long Block: ready for your covers and throttle body. And The Short Block: ready for your recipe of heads and valvetrain. Both are offered at a great price! The Long Block \$6,999.95 The Short Block \$3,999.95 www. rrcycles.com



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R&R 2 Cam Style Billet Engines... R&R Billet Engines are not only state of the art, they are a work of art.

A true status symbol for the genuine performance enthusiast and custom builder that require having only the best of the best. Each R&R Billet engine is hand built using only the finest quality materials and AMERICAN MADE PARTS. These engines are, by no means form over function or function over form , they are truly the best of both (form AND function.) The appearance of fine exotic jewelry, the craftsmanship of a Swiss watch and the structural integrity that only 6061-T651 wrought Billet aluminum can have. These are the Biggest, Smoothest, Most Powerful production engines available... Any questions? Call of visit us on the web 1-603-645-1488 WWW.RRCYCLES.COM





### 113" EVON STYLE BILLET ENGINE SHOW POLISHED \$9,200.00

Looking for a complete engine that will rock your world and still leave some green in your pocket? Then this is your speeding ticket! Using the strong base of S&S® lower end components, and the magic of R&R top end components, this engine is a high quality, strong, reliable performer packing a serious punch!!! Comes complete with R&R billet heads, RR62T cam, R&R billet rocker boxes, carburetor and ignition. Call of visit us on the web 1-603-645-1488 WWW. RRCYCLES.COM



### SCREAMIN' EAGLE 120ST CRATE MOTOR DELIVERS EXTREME BAGGER POWERO

Take a Harley-Davidson® Touring bike to the wild side of performance with the new Screamin' Eagle® SE120ST Crate Motor (\$5,695.00) from Harley-Davidson® Genuine Motor Parts and Accessories. Offering the ultimate in factoryengineered street performance, this 120-cubic-inch engine is designed for bolt-in installation in an Original Equipment-style Harley-Davidson Touring chassis with no required fabrication or engine mount relocation. Equipped with a Screamin' Eagle 58mm Throttle Body that's 18 percent larger than stock, this engine is capable of producing 106 horsepower and 117 lbft of torque at the rear wheel. The crankcase, cylinders and heads are painted black and feature machined aluminum highlights and chrome covers. Developed and tested in Milwaukee, this motor features the finest Screamin' Eagle components. The SE120ST engine is street-legal when used with Original Equipment mufflers or Screamin' Eagle Street Performance Exhaust System. Engines delivered in the United States include Manufacturers Statement of Origin. Engine includes a one-year warranty. See an authorized Harley-Davidson HYPERLINK "http://www.h-d.com/dealer" dealer for details. Labor costs not included. HYPERLINK "http://www.h-d.com"www.h-d.com



### THE S&S T143 LONG BLOCK ENGINE

The S&S T143 Long Block engine for 2008-later Harley-Davidson® touring models is the largest S&S engine that will fit in a stock Harley-Davidson® chassis. It's big, 143 cubic inches. It double the HP of a stock motor the power of the T143 requires technical expertise for the installation and tuning along with an experienced rider. This is an ultra performance/ race engine. Longevity, engine noise, vibration and throttle sensitivity have all been compromised to reach this level of performance while fitting in a stock chassis and as such is not suitable for every situation. It is the purchaser's responsibility to consider the suitability for their application. Engine noise and damage from abuse is not covered under warranty. S&S Proven Performance and 143 cubic inches, what more is there to say? Visit www.sscycle.com



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### DELKRON TWIN CAM TOURING ELITE BIG BORE CYLINDER KITS

These cylinder and piston kits are manufactured specifically for heavier bagger bikes which run hotter and see much higher mileage usage. The cylinders feature larger than stock fins and a 4.500" O.D. Steel liner. The next key element is the Wiseco developed Armor plated, Moly Coated piston with 1/16" top, 1/16" second and 3/16" heavy duty ring pack. Currently these are offered in 113", 124" & 131" configurations. The kits retail at \$1,237.31 for Black and \$1,212.08 for Natural finishes. Visit our web-site www. delkronmfg.com



### R&R'S COMPLETE LINE OF PERFORMANCE PACKAGES

R&R Cycles offers a wide variety of engine performance upgrades for both Evo and Twin Cam engines. Starting with our Stage 2 Torque Select to our Stage 5 Horsepower Ace packages available for 80" to 124" engine configurations. From Mild to Wild, R&R Cycles is your one stop shop for all you American V-Twin Performance needs. Call of visit us on the web 1-603-645-1488 WWW.RRCYCLES.COM and ask us about are ready to go performance packages or let us help you design a custom build of your own.



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### S&S UPGRAES FOR CVO 110 ENGINES

Not satisfied with 86 horsepower from your CVO 110 engine? Fortunately, we can show you how to make that big hog really run. Here's how. Install an S&S performance exhaust and air cleaner - a must for any performance upgrade. Install a set of S&S 585 bolt-in cams and tune the EFI system - produces over 107 horsepower. Increase the compression ratio from the stock 9.3:1 to 10.6:1 with S&S high compression pistons - brings the horsepower up to 114. Fitment 2007-'15 Harley-Davidson® CVO 110 models. You will see significant performance increase, won't trade torque for horsepower - get more of both, Easy installation! All parts bolt in without splitting the cases or even removing engine from the frame. Easy EFI tuning with free calibration downloads for Dynojet® Power Vision® tuner or S&S EZ Loader - no expensive dyno time required. Visit www.sscycle.com



### THE CYCLE-RAMA 100/100 KIT

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Kit includes:Specially prepared CR ported, high flow heads, CR 9.5 compression forged piston/cyl kit, CR Performance lifters, CR 575 cams. CR575 cams, these cams have gentle open and closing ramps, for quiet operation and are gentle on the valve train.CR Performance Lifters, superior performance with quiet operation.CR ported and polished heads, designed to make for port velocity and faster cylinder fill for exceptional low and mid range torque and horse power without sacrificing top end power. \$2180 For unsurpassed performance and reliability contact Cycle-Rama www.cycle-rama.com

### AN ENGINES & HOP UPS BUYER'S GUIDE



### DELKRON SHOVELHEAD REPLACEMENT ENGINE CASES

Delkron engine cases will accommodate strokes of up to 5" and come with the cam bearing, Timken races and cylinder studs installed. Just clean the cases and install your OE factory parts or whatever high performance aftermarket goodies you have chosen. The pinion race is line lapped to within tolerance of a Green Pinion bearing 1.7508" to 1.7515". The engine cases can be ordered for a stock bore or up to 3 13/16" and are available in either Natural Aluminum or Black texture finish. Engine cases retail for \$1,035.79 and come with a Manufacturers Statement of Origin. Just add a "B" to the end of the part number for a black case. Delkron Shovelhead upgraded engine case standard bore.- Delkron Shovelhead upgraded engine case 3 5/8" big bore. - Delkron Shovelhead upgraded engine case 3 13/16" big bore. These engine cases are 100% American Made in the USA. HYPERLINK "http://www. delkron-mfg.com" www.delkron-mfg.com



### CYCLE-RAMA'S, HI INTENSITY, 6301 CAM

One of the most critical parts in your engines performance strategy is the CAMSHAFT.

If you are looking for a broad power band with Instant and impressive power and torque, then look no further. The CR630I is the cam you have been waiting for. Cycle-Rama's, Hi Intensity, 630I cam has shorter seat timing for more low end torque and without sacrificing top end power. Want performance that you can feel as well as see? Call Cycle-Rama. We have what you need and our customers can prove it! Cycle-Rama 630 Inverse Radius Cams; Intake opens 23 close 51 254 duration .630 lift 104 Lobe Center; Exhaust opens 62 close 18 260 duration .610 lift 112 Lobe Center; \$389.99 Retail www.cycle-



### SCREAMIN' EAGLE STAGE III 103 KIT

Give a Harley-Davidson® Touring motorcycle more passing power and hill-climbing performance with the new Screamin' Eagle® Stage III 103 Performance Upgrade Kit (\$969.95) from Harley-Davidson® Genuine Motor Parts & Accessories. This street-legal, Stage III kit gives 2014-later Harley-Davidson Touring models with an Original Equipment Twin Cam 103™ engine a boost while maintaining the factory warranty. Designed for use with stock cylinder heads, this street-performance kit produces big torque gains at lower RPM, with the potential to produce 88 horsepower and 100 lb-ft of torque. The Stage III kit includes high-compression 10.5:1 pistons, big torque SE-585 cams, Perfect Fit pushrods, a high-performance diaphragm clutch spring, high-lift valve springs and gaskets. See an authorized Harley-Davidson dealer for details. Labor cost not included. For more information, visit HYPERLINK "http://www.h-d. com"www.h-d.com.





### SCREAMIN' EAGLE TAPPETS FIT HIGH-PERFORMANCE TWIN CAM ENGINES

Screamin' Eagle® Tappets (\$249.95) from Harley-Davidson® Genuine Motor Accessories® are designed to deliver superior tappet life in high-performance Harley-Davidson Twin Cam and Sportster engine applications. Large, high-capacity needles in the roller bearing assembly improve reliability when operating with high-lift cams, high-pressure valve springs, and in high-RPM applications. The needle bearings are 25 percent larger to increase the dynamic load rating by approximately 20 percent when compared to the Original Equipment Twin Cam tappets. Sold in a set of four, these Screamin' Eagle tappets may be used in 1999-later Twin Cam engines, and in 2000-later Sportster Evolution engines. HYPERLINK "http://www.harleydavidson.com" www.harley-davidson.com.



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The perfect choice to go along with our stroker flywheels for the 45 cubic inch flatheads, these cast stroker pistons for your Harley 45" are made by a different manufacturer with correct cam grind and material to eliminate problems with piston seizing and loose fit. They come complete with rings, pins, and clips. Available in Std, +.010, +.020, +.040, and +.060. These pistons arrive at the same height in the cylinder as a stock engine, when used with 4 7/16" stroke. 4 1/2" and 4 5/8" strokes also available. The piston will arrive approximately .030" higher in cylinder with 4 1/2", and the piston will "pop-up" above head gasket surface when used with 4 5/8" stroke.

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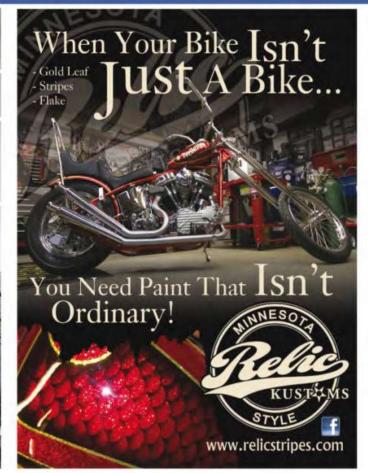


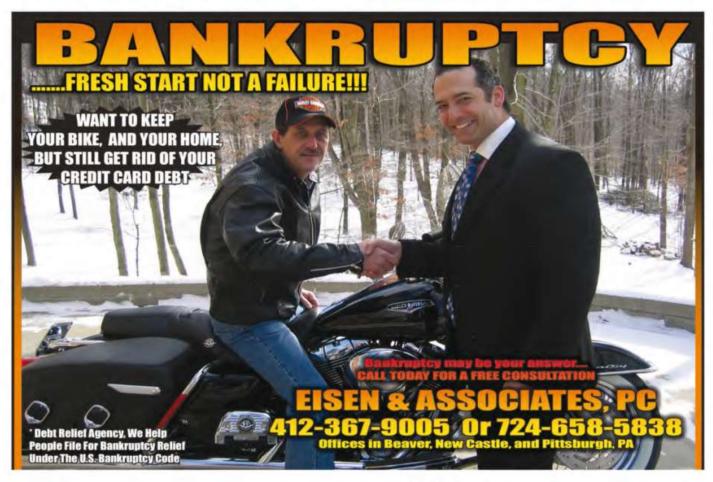
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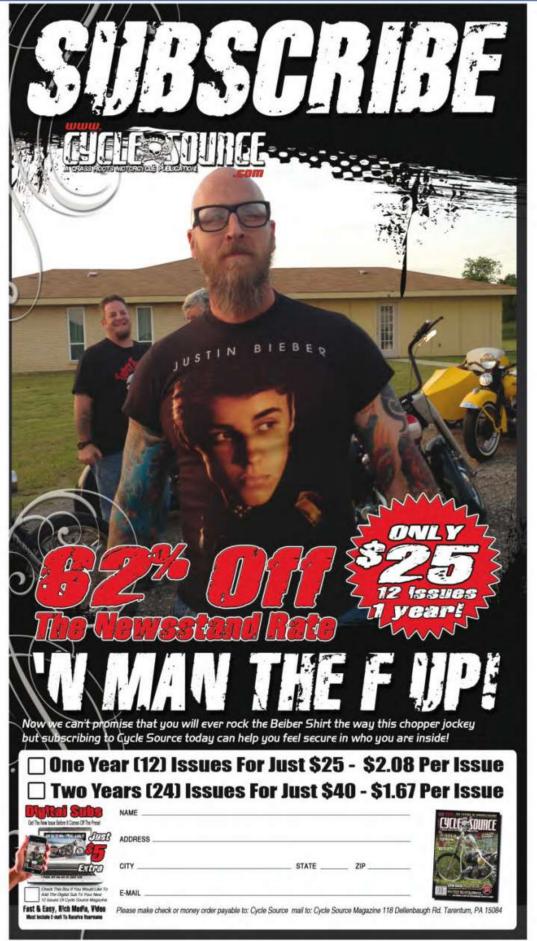


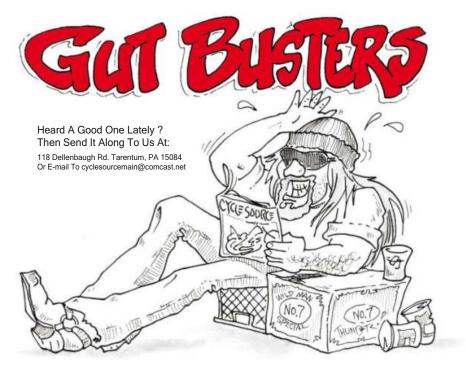


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he couple had been debating the purchase of a new car for weeks. He wanted a new truck. She wanted a fast little sports-like car so she could zip through traffic around town. He would probably have settled on any beat up old truck, but everything she seemed to like was way out of their price range. "Look!" she said. I want something that goes from 0 to 200 in 4 seconds or less. "And my birthday is coming up. You could surprise me." For her birthday, he bought her a brand new bathroom scale. Services are pending

### Terk

ildred, the church gossip, and selfappointed monitor of the church's morals, kept sticking her nose into other people's business. Several members did not approve of her extra-curricular activities, but feared her enough to maintain their silence. She made a mistake, however, when she accused George, a new member, of being an alcoholic after she saw his old pickup parked in front of the town's only bar one afternoon. She emphatically told George and several others that everyone seeing it there would know what he was doing. George, a man of few words, stared at her for a moment and just turned and walked away. He didn't explain, defend, or deny. He said nothing. Later that evening, George quietly parked his pickup in front of Mildred's house... and left it there all night.

### Tony From Da Bronx

cowboy walks into a bar in Texas, orders three mugs of beer and sits in the back room, drinking a sip out of each one in

turn. When he finishes them, he comes back to the bar and orders three more. The bartender approaches and tells him, "You know, a mug goes flat after I draw it, it would taste better if you bought one at a time." The cowboy replies, "Well, you see, I have two brothers. One is in Australia, the other is in Dublin, and I'm in Texas. When we all left home, we promised that we'd drink this way to remember the days we drank together. So I drink one for each o' my brothers and one for myself." The bartender admits that this is a nice custom, and leaves it there. The cowboy becomes a regular in the bar, and always drinks the same way. He orders three mugs and drinks them in turn. One day, he comes in and orders two mugs. All the regulars take notice and fall silent. When he comes back to the bar for the second round, the bartender says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your loss." The cowboy looks quite puzzled for a moment, then a light dawns and he laughs. "Oh, no, everybody's just fine," he explains. "It's just that my wife had us join that Mormon Church and I had to quit drinking. --- Hasn't affected my brothers though!"

### Taber

young woman was preparing for her wedding. She asked her mother to go out and buy a nice long black negligee and carefully place it in her suitcase so it would not wrinkle. Well, Mom forgot until the last minute. So she dashed out and could only find a short pink nightie. She bought it and threw it into the suitcase. After the wedding the bride and groom enter their hotel room. The groom was a little self-conscious so he asked his new bride to change in the bathroom and promise not to peek while he got ready for bed. While she was in the bathroom, the bride opened her suitcase and saw the negligee her mother had thrown in there. She exclaimed, "Oh no! It's short, pink,

and wrinkled!" Then her groom cried out, "I told you not to peek!"

### Diva Dawn

s a mother passed her daughter's closed bedroom door, she heard a strange buzzing noise coming from within. Opening the door, she observed her daughter giving herself a real workout with a vibrator. Shocked, she asked, "What in the world are you doing?" The daughter replied, "Mom, I'm thirtyfive years old,unmarried,and this thing is about as close as I'll ever get to a husband.Please, go away and leave me alone." The next day, the girl's father heard the same buzz coming from the other side of the closed bedroom door. Upon entering the room, he observed his daughter making passionate love to her vibrator. To his query as to what she was doing, the daughter said, "Dad, I'm thirty-five years old, unmarried, and this thing is about as close as I'll ever get to a husband.! Please, go away and leave me alone." A couple days later, the wife came home from a shopping trip, placed the groceries on the kitchen counter, and heard that buzzing noise coming from, of all places, the family room. She entered that area and observed her husband sitting on the couch, staring at the TV. The vibrator was next to him on the couch, buzzing like crazy. The wife asked, "What the hell are you doing?" The husband replied, "I'm watching the ball game with my son-in-law."

### Butch

man is stranded on a desert island, all alone for ten years. One day, he sees a speck in the horizon. He thinks to himself, "It's not a ship." The speck gets a little closer and he thinks, "It's not a boat." The speck gets even closer and he thinks, "It's not a raft." Then, out of the surf comes this gorgeous blonde woman, wearing a wet suit and scuba gear. She comes up to the guy and she says, "How long has it been since you've had a cigarette?" "Ten years!" he says. She reaches over, unzips a waterproof pocket on her left sleeve and pulls out a pack of fresh cigarettes. He takes one, lights it, takes a long drag and says, "Man, oh man! Is that good!" Then she asks, "How long has it been since you've had a drink of whiskey?" He replies, "Ten years!" She reaches over, unzips her waterproof pocket on the right, pulls out a flask and gives it to him. He takes a long swig and says, "Wow, that's fantastic!" Then she starts unzipping this long zipper that runs down the front of her wet suit and she says to him, "And how long has it been since you've had some REAL fun?" And the man replies, "My God! Don't tell me you've got a motorcycle in there!"

Old Man Dave

### 

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